

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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EXCLUSIVE Q&A
TONY MASON



The RAC Rally-winning co-driver and broadcaster tackles the MN readers' questions, p22



Sprint qualifying success followed by maiden Formula 1 grand prix win for British racer

RUSSELL LEFT 'SPEECHLESS' AFTER FAULTLESS BRAZILIAN GP VICTORY



Russell finally made his grand prix breakthrough



Max and Lewis were at it again in an early-race restart

By Matt James

Mercedes' George Russell said he was bowled over by his first Formula 1 victory at Interlagos on Sunday as he fended off late pressure from seven-time title-winning teammate Lewis Hamilton.

Russell had won the sprint race on Saturday and then controlled the main race from pole position. On his 81st grand prix start, the King's Lynn racer survived a late-race safety car period to lead Hamilton home to take Mercedes' first win of the year.

"I'm speechless. On the in-lap, all of these memories sort of came flooding back," Russell said in his

post-race interview. "Starting off with my mum and dad in karting and going through and all the support I've had from the whole of my family, my girlfriend, my trainer, my manager."

"What an amazing feeling, just a huge thank you to the whole team for making this possible. [Hamilton] put me under so much pressure, but [I am] so happy to go away with the victory."

Hamilton had earlier had a controversial flashpoint where he and nemesis Red Bull's Max Verstappen collided at Turn 2 following an early-race restart as the Dutch driver was aiming to grab second place.

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**MOTORSPORT
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COMMENT

RUSSELL SHOWS HE'S THE REAL DEAL

It has been, at times this season, hard not to feel sorry for George Russell. The up-and-coming British star finally earned his shot at a drive in a benchmark team at Mercedes, just as the German juggernaut hit the skids.

As if going up against seven-time title winner Lewis Hamilton wasn't going to be tough enough. The dodgy chassis was bouncing its drivers all over the place over the beginning of the season, but Russell kept his counsel, kept his head down and – even without Sunday's Brazilian Grand Prix victory – was likely to finish in front of Hamilton in the points table anyway.

What was notable about Russell's win was the way he coped with all that was thrown at him. There was Hamilton chasing him down, there was a late safety car that bunched the pack up and also a decision not to issue team orders over the closing stages. This heady cocktail could have broken a driver who was on the cusp of his first GP win, but not the King's Lynn man.

You get the impression that now he has his first victory, which he could well have expected much earlier in the season, the floodgates will open. And that has to be great for Formula 1, great for Mercedes and provide Hamilton with a stern intra-team test. This is going to be fascinating.

Also in this issue, we look back on a highly dramatic Rally Japan – and it wasn't just the competitors who were making the headlines. Thierry Neuville gave Toyota a bloody nose on its home event by taking victory for Hyundai but, aside from the towering inferno caused by Dani Sordo's technical problems, there was something of greater concern as a road motorist found his way onto one of the live stages and proceeded to drive the wrong way down the track, putting him head-on with drivers who were trying to push as hard as they could. The sport's governors investigated and deemed that the rally could carry on after getting certain assurances, but this has cast a back mark against the event's organisers.

The man in the hot seat of our readers' questions section is rally co-driver Tony Mason, who drove alongside Roger Clark to victory in the 1972 RAC Rally. The avid motorsport enthusiast – who even survived being dumped in a lake – then turned his attention to show business and became an adept presenter on TV.

Turn to pages 20-21 to find out how to make your voice heard in our 2022 Motorsport News Awards, with details of how to vote for your favourite National Racing Driver and National Rally Driver of the year. Don't miss out on your chance to have your say.

It would be remiss to not pay our tribute to former Motorsport News (Motoring News as was then) editor Simon Arron, who passed away last week. He was such a huge part of this publication's history, and older readers will remember his searing insight into the sport we love and his application of a great deal of common sense to the subjects he was writing about. It is a sad week for all at Motorsport News.

Matt James

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Russell got a reward for his determination and patience at the Brazilian Grand Prix



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World Rallycross battlers hit the Nurburgring

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FORMULA 1 REPORT: BRAZILIAN GRAND PRIX

Photos: Red Bull Content Pool, Motorsport Images



Russell led from pole position



The Brit resisted the big pressure

KING GEORGE IS ON TOP OF THE WORLD IN BRAZIL

The Briton took a landmark victory at Interlagos to break his duck. By **James Roberts**



Magnussen and Ricciardo's woe

The first-ever playing of God Save the King rang out over the Sao Paulo podium to herald George Russell's maiden win in Formula 1 last Sunday.

At his 81st attempt, the Norfolk man calmly withstood the pressure to beat his seven-time World champion team-mate Lewis Hamilton in a chaotic and eventful 71 laps around Interlagos.

This was Mercedes' first 1-2 since Imola 2020 and the first British 1-2 since the 2010 Canadian Grand Prix – and a well-deserved victory for Mercedes after its torrid season.

After winning the Saturday sprint race, Russell started from P1 and beat Hamilton into Turn 1. Afterwards he brilliantly controlled the race, calming dealing with safety car restarts and his team-mate breathing down his neck in the closing stages.

"It's an incredibly emotional feeling as it's been such a journey that my family and I have been on," said a tearful Russell. "From my struggles at Williams, the highs and lows. Even this year, when you have Lewis as a team-mate it's difficult. He's really pushing me and I know how fast he is – and I was driving the race of my life. I was so happy when I crossed the finish line in first."

Behind the race winner, there was plenty of incidents and anger building up between team-mates at a number of teams up and down the pitlane. The race also featured another on-track clash between Hamilton and Max Verstappen.

On the opening lap, Daniel Ricciardo attempted to pass Kevin Magnussen at Turn 9 in the midfield, but after slightly misjudging his braking he tapped the Haas into a spin. The Dane then rolled backwards and hit the McLaren putting them both out of the race. The safety car appeared as the two cars were cleared away. It was a disappointing end for Magnussen who earlier in the weekend had brilliantly secured his and Haas's first pole after rain on Friday meant he couldn't be beaten in qualifying.

When the safety car peeled in, Verstappen



Lando Norris and Charles Leclerc (r) got together after the early restart

attacked Hamilton for second and as the pair rounded the first corner they were side-by-side. The gap narrowed between them and Verstappen wouldn't concede the place. It resulted in contact and a broken front wing – and a five-second time penalty – for Max. Hamilton lost places but was able to also continue.

Further around the lap birthday boy Lando Norris (who had been suffering with food poisoning all weekend) hit Charles Leclerc, sending the Ferrari spinning into the wall. He too was able to continue and pitted for a new front nose, meanwhile 23-year-old Norris was given a five-second penalty.

Up front Russell had a comfortable lead from Sergio Perez and Carlos Sainz, although the Ferrari driver had to pit early after a visor tear off was blocking his right-rear brake duct causing a small fire. As the tyre strategies were playing out mid-race, Hamilton was making up ground, coming through the field – with the Brazilian crowd wildly cheering his every move, adopting the British driver as one their own. Russell led from Sainz, Hamilton and Perez but 19 laps from the end the safety car was deployed again.

Norris had suffered an electrical issue and his McLaren cut out on track. Sainz pitted and as the field closed up, Russell was curious to know how the team wanted to act with Hamilton now behind him.

"What are we doing? Are we racing or

securing a 1-2?," he asked his team. "Racing – but be respectful," was the reply. It probably wasn't the answer he wanted to hear, but when the safety car came in with 11 laps to go – he judged the restart to perfection and always kept more than a one second margin to Hamilton on his way to the chequered flag.

Behind the focus was on second place in the championship and the points battle between Leclerc and Perez. The Ferrari driver was asking whether there was any chance Sainz would relinquish his podium to help his cause. The answer was negative, much to Leclerc's displeasure.

Meanwhile, Perez was struggling and Verstappen passed him for sixth with four to go. If he couldn't improve his position, he was asked by the team to return the place to his team-mate on the final lap. But Verstappen put down a significant marker. He refused to concede the place igniting an unnecessary row in his Red Bull team. "I gave you my reasons why. Do not ask me again," said Verstappen. "It shows who he really is," said Checo in reply.

The inference is this was revenge for Monaco when Perez crashed in the dying seconds of qualifying to secure the win the next day. The impact of Max's actions means Perez and Leclerc are tied on 290 points each as they head to Abu Dhabi this coming weekend. This season has one final throw of the dice left...

F1 RESULTS

Brazilian Grand Prix
Track: Interlagos Laps: 71 Distance 199.073 miles

	DRIVER	TEAM/CAR	TIME
1	George Russell	Mercedes	1h38m34.044s
2	Lewis Hamilton	Mercedes	+1.529s
3	Carlos Sainz	Ferrari	+4.051s
4	Charles Leclerc	Ferrari	+8.441s
5	Fernando Alonso	Alpine-Renault	+9.561s
6	Max Verstappen	Red Bull	+10.056s
7	Sergio Perez	Red Bull	+14.080s
8	Esteban Ocon	Alpine-Renault	+18.690s
9	Valtteri Bottas	Alfa Romeo-Ferrari	+22.552s
10	Lance Stroll	Aston Martin-Mercedes	+23.552s

11 Sebastian Vettel (Aston Martin-Mercedes) +26.183s; 12 Guanyu Zhou (Alfa Romeo-Ferrari) +29.899s; 13 Mick Schumacher (Haas-Ferrari) +29.899s; 14 Pierre Gasly (AlphaTauri) +31.867s; 15 Alexander Albon (Williams-Mercedes) +36.016s; 16 Nicholas Latifi (Williams-Mercedes) +37.038s; 17 Yuki Tsunoda (AlphaTauri) -1 lap; 18 Lando Norris (McLaren-Mercedes) 50 laps/electrics; 19 Kevin Magnussen (Haas-Ferrari) 0 laps/accident; 20 Daniel Ricciardo (McLaren-Mercedes) 0 laps/accident. **Drivers' championship:** 1 Verstappen 429; 2 Leclerc 290; 3 Perez 290; 4 Russell 265; 5 Hamilton 240; 6 Sainz 234. **Constructors' championship:** 1 Red Bull 719; 2 Ferrari 524; 3 Mercedes 505; 4 Alpine 167; 5 McLaren 148; 6 Alfa Romeo 55.



There was friction between Verstappen and Perez...

RACING NEWS

F1 CONSIDERS SPRINT RACES TWEAKS

Drivers are keen on changes to the format for next season after two seasons while the sport’s bosses urge caution after a dramatic race at the Brazilian Grand Prix at Interlagos last Saturday afternoon




Brazil F1 sprint was lively race

By Matt James

Formula 1 bosses are considering making the Saturday sprint races completely standalone events which will carry points but not set the grid for Sunday’s main event. The sport’s rulers have determined that there will be six sprint events in 2023, but has yet to identify which tracks would host them. That announcement is expected in the next few weeks, and a possible plan to make them standalone events is also thought to be on the table. World champion Max Verstappen has previously panned the current points-paying races, because the Red Bull man says it mitigates against racing. The Dutchman said: “There are a few points that you get, but you also know that you can’t really risk it because the main race is where you really get the points. With these cars, probably the racing is a little

bit better. But, overall, you don’t really see a lot of overtaking unless there is a car out of position.” There have been three sprint races this season with contests at Imola, Austria and last weekend in Brazil. The fresh plan would mean that the grid for the main race was set by a traditional qualifying session on Friday, and the Saturday event would have no impact on the grand prix itself. “I know that we will have six next year,” added Verstappen. “But, I mean, we can come up with things to discuss if we want it in a different way to maybe make it a bit more exciting, at least for me. But we’ll see.” F1 managing director Ross Brawn was less convinced on the need for changes, after the thrilling sprint race in Brazil. He said: “We’re looking at if there’s any evolutions in the format to be considered for next year. But we’ve got a fantastic foundation already.”



Haas to name its drivers


HAAS BOSS AIMS TO CONFIRM 2023 LINE-UP SOON

Haas Formula 1 team principal Gunther Steiner has said he will aim to rubber-stamp the team’s 2023 driver line-up this week. The American-owned team is the only outfit with a seat still available next season, providing Logan Sargeant earns enough superlicence points to allow him to join Alex Albon at Williams next term. “Hopefully next week we can announce something, whatever we are doing,” said Steiner in Brazil last weekend. “[It is] my objective, but I don’t promise it. “We want to have the driver in that drives next year in the Abu Dhabi test [following the final grand prix of the year on November 20], that’s the only thing we want to do. “We [will] try to make the best decision we can, and time helps to make good decisions.”

CALENDAR TO BE REJIGGED TO HELP GREEN CREDENTIALS

Formula 1 chiefs are aiming to reorganise the calendar to help the sport cut down on its travel, thus cutting down its environmental impact. Next year’s schedule features 24 races and there are several anomalies: the Azerbaijan Grand Prix is back-to-back with Miami, some 6800 miles apart. The penultimate race is in Las Vegas before the finale a week later in Abu Dhabi, which is a distance of 8200 miles. Formula 1 sporting director Steve Nielsen said: “We’re working on regionalising the calendar. We have a future calendar, I won’t tell you

from which year, but we have a future sort of perfect calendar, within some years down the line. “And we’re iterating gradually towards that each year, moving an event here or there by a week. So there’s a strategy to get from where we are now, which we’re not happy with, to a much happier place in a few years’ time. It’s a gradual process.” Nielsen explained that some historical arrangements with race promoters stood in the way, while there were also still some races displaced as a repercussion of the Covid pandemic.



Miami could be shuffled around in the schedule, as could other GPs



Gasly (r) has been in hot water in 2023

F1 LICENCE PENALTY POINTS UNDER REVIEW FOR 2023

Formula 1 bosses are considering a revamp of the licence penalty points system after AlphaTauri driver Pierre Gasly’s censure in Mexico recently. The Frenchman’s transgression of going off-track in an overtake has taken him to within two penalty points of a one-race ban. But Grand Prix Drivers’ Association director and Mercedes racer George Russell has said that the sport’s bosses are pondering a change over the winter. Russell said often the penalty didn’t fit the on-track crime. In Brazil, Russell said: “There is a lot to review this season in many different regards, so the FIA are definitely going to have a busy off-season. “In sport, you have to be ready and able to adapt, you have regulations in place and it only takes one incident to recognise maybe the regulation isn’t quite right. We need to have the capability to change things.” Gasly said he had considered deliberately earning two more penalty points in Brazil which would mean he would serve his ban in Abu Dhabi and start next season afresh but he decided against the plan. “It is a very unpleasant situation and quite delicate and, in some ways, also a bit embarrassing to be standing in a position where I could be banned for a race,” said the one-time grand prix winner. “After the season I have done, I don’t feel I have been particularly dangerous and that would be a very harsh penalty. There have been a lot of discussions with the FIA to avoid the penalty. There is a lot at stake.”

TOYOTA WRAPS UP WEC TITLE IN THE FINAL EIGHT-HOUR CLASH IN BAHRAIN FINALE

Toyota drivers Brendon Hartley, Sebastien Buemi and Ryo Hirakawa were crowned as World Endurance champions following the final round of the championship in Bahrain last weekend, despite being beaten in the eight-hour race. The trio were level on points with the Alpine crew of Matthieu Vaxiviere, Andre

Negrao and Nicolas Lapierre but the French machine was off the pace in the Middle East. That left the race as a battle between the title-chasing crew and the sister machine of Mike Conway, Kamui Kobayashi and Jose Maria Lopez. Conway zeroed in on the lead car and team orders intervened to give the crew the victory.

LMP2 title honours went to the Jota crew of Antonio Felix da Costa, Will Stevens and Roberto Gonzalez while the overall race honours went to WRT car of Robin Frijns, Rene Rast and Sean Gelael. Antonio Fuoco, Miguel Molina and Nick Tandy claimed race honours in GTE Pro for Ferrari. The title was taken by James

Calado and Alessandro Pier Guidi in their Ferrari 488 GTE despite having to nurse the car to the flag due to a gearbox problem. Porsche claimed a 1-2 finish in the GTE Am division, but the title went to the British TF Sport Aston Martin crew of Ben Keating and Marco Sorensen, which finished fourth.



Hartley, Hiraakawa and Buemi

RACING NEWS

Photos: Motorsport Images

RICCIARDO COY ON SUPERCARS OUTING

Ousted McLaren Formula 1 driver Daniel Ricciardo has said he would consider a one-off outing in Australian Supercars in the future, depending upon his 2023 workload.

The 33-year-old is bowing out of F1 next term after 11 full seasons and eight grand prix wins. He has been linked to a test and development role with both Mercedes and his former employer Red Bull but has yet to ink a deal.

Ahead of the recent Brazilian Grand Prix, he said: "I guess I need to wait to see where I land next year. Obviously I'm talking about potentially a reserve role or whatever. Truth is, I haven't agreed to anything or signed anything yet."

"Then it comes to a question of, what am I allowed to do, is one thing, but ultimately, if I feel maybe doing a one-off will benefit me, and keep me sharp or whatever. Then it's something I'll potentially look into. But I'm kind of like, F1 is so different to maybe a touring car that I don't know if it will kind of distance me more. So that's what I would need to work out. I'd get some days in an F1 car as opposed to trying to get a seat somewhere else."



Ricciardo: Saloon future?

WEC NEWCOMERS LINED UP FOR ALPINE OUTING

Briton Olli Caldwell and Formula 2 racer Marcus Armstrong both sampled an Alpine-run LMP2 car at Bahrain after the final round and are in contention for a World Endurance Championship race drive with the French squad.

The duo drove the Oreca 07 the day after the final round of WEC at the Sakhir track. As well as running a new hypercar in the top class, Alpine will enter LMP2 next term and could field a brace of cars. Caldwell is 21st in the Formula 2 points and is a new recruit to the Alpine Academy while Kiwi Armstrong is 12th in the F2 points.

"Each time a driver is driving my car I'm trying to evaluate them," Alpine WEC team boss Philippe Sinault told Autosport. "If they drove the car on Sunday because they have potential for something for sure."

Alpine's WEC Hypercar line-up of Nicolas Lapierre, Matthieu Vaxiviere and Andre Negrão is expected to be retained in the 2023 season.



Alpine is looking ahead to 2023



Toyota will stick with the GR010

TOYOTA TO RELY ON UPGRADED CAR FOR 2023 WORLD ENDURANCE BATTLE

Japanese firm prefers to upgrade GR010 as competition ramps up

By Matt James

Toyota sportscar bosses have confirmed that the firm will stick to its GR010 Hybrid machine for the World Endurance Championship in 2023, when it will go up against car from Ferrari, Porsche and Cadillac.

The GR010 was introduced at the

beginning of 2021 and was tweaked ahead of the 2022 season. It will be upgraded ahead of the new campaign next term, while bosses have refused to confirm that there is a brand new LMH in build.

Toyota Gazoo Racing Europe technical director Pascal Vasselon said that there were further gains to be made from the

sportscar with more work back at base. "We will keep the GR010: we are learning and we are committed to making it better," he said. "We will make evolutions: our job is to make evolutions to whatever needs evolving."

Vasselon said that changes to the 2023 car would be more subtle than those made previously, and that the alterations would

be focused on making the machine easier to work on and improve reliability.

The GR010 Hybrid won the Le Mans 24 Hours and the World Endurance title for makes and drivers in its maiden season. Drivers Sebastien Buemi, Brendon Hartley and Ryo Hirakawa claimed the 2022 title with second place in Bahrain last weekend.



Lawson drove in Mexico practice

RED BULL MAN LAWSON READY FOR SUPER FORMULA ATTACK

Rising Red Bull-backed star Liam Lawson has been tipped to switch to the Japanese-based Super Formula in 2023.

The New Zealander, who races for Carlin in the FIA Formula 2 category this year and is seventh in the standings ahead of the final round of the year in Abu Dhabi this weekend, has been linked to a deal with Team Mugen.

Lawson is expected to combine his race programme with more outings with the AlphaTauri Formula 1

team as its reserve driver. Red Bull Junior team boss Helmut Marko has hinted in the German press that Lawson, who drove for AlphaTauri in Belgium and at the recent Mexican Grand Prix weekend, will represent the firm in the Far East, partnering twice-champion Tomoki Nojiri at Team Mugen.

Theo Pourchaire, Lawson's F2 rival from this season, has also been tipped to race in Japan, although this has yet to be confirmed.

PORSCHE UNLIKELY TO READY CUSTOMER 963 FOR DAYTONA

Porsche's racing boss has said that he is not hopeful the marque can ready two customer versions of its new 963 LMDh Hypercar in time for the 24 Hours of Daytona at the end of January.

The factory team will run a pair of cars under the Penske banner in the January 28-29 showdown and it has already been testing at the Florida track. They were due to be joined on track by a version for the JDC-Miller Motorsports team, and another for the Proton Competition squad. However, Porsche's motorsport boss Thomas Laudenbach told Autosport

that he thought the chances of getting all the machines ready were unlikely.

"We try everything to get customer cars as soon as possible, but we don't have everything in our own hands," he said. "The cars will be ready when they are ready; if we can't get them together we can't get them together."

It is hoped that the first IMSA customer machines could be ready for Sebring in the middle of March, but there were also question marks surrounding the availability of the WEC versions, which are due to be run by Jota Sport and Proton.



Porsche has been testing in Florida

BRITON HOGGARD CONSIDERS A SPORTSCAR FUTURE AFTER ASTON MARTIN TEST RUN IN BAHRAIN

Former BRDC British F3 runner up Johnathan Hoggard says he is considering his sportscar options after taking part in the WEC Rookie test in Bahrain this week.

The 21-year-old was due to take part in the FIA F3 championship in 2022

until his plans were scuppered by the loss of a sponsor. He sat out the season but got a shot in the factory-run NorthWest AMR team's Vantage GTE in the Middle East.

"I'm definitely open to sportscars and that's where I am focusing my attention

for next year," he told Autosport. "The rookie test is the perfect place to show myself and what I can do. I haven't been in a car for while, so it is a good way to get my name out there and then see what opportunities arise. There's nothing like an official test to get noticed."

Hoggard has previously race in sportscars when he took part in the 24 Hours of Daytona in a Lamborghini Huracan GT3 machine in 2020 for Precision Performance Motorsports, which was his prize for winning the Sunoco Whelen Challenge.

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RACING NEWS



Photos: Jakob Ebrey, Rich Sams

Doble gets Ginetta championship back

DOBLE GETS GINETTA GT5 TITLE AFTER APPEAL WIN

Crown returned after final race yellow-flag penalty overturned in national court

By Graham Keillor

Mikey Doble has been crowned 2022's Ginetta GT5 Challenge champion after having a yellow-flag penalty in the season-closing race at Donington Park overturned in a national court hearing.

Doble took the title on the road with a second-place finish at last month's Donington finale, however stewards post-race deemed that the Xentek Motorsport racer had overtaken Harley Haughton under yellow flags and gave Doble a three-second

time penalty plus three licence points. This dropped Doble to fifth in the race results and, with it, the title switched to Elite Motorsport's Will Jenkins.

However in a Motorsport UK national court hearing last week, the independent panel ruled in Doble's favour. Doble's penalty was rescinded and he was reinstated to his second-place finish.

Doble therefore secures his maiden Ginetta title after a stunning late-season charge, with seven podium finishes in the final nine races and him overturning a 60-point deficit

across the last four races. The run included his first two wins in the championship. The outcome also means Xentek Motorsport wins its fourth GT5 drivers' title and its second in a row after Josh Steed won it last year.

Doble said: "I am ecstatic beyond belief to be reinstated to the Ginetta GT5 Challenge championship win. "It has been a tough past few weeks but I am proud to bring the trophy back to my team, Xentek Motorsport, and my family to reward them for their hard work and sacrifice throughout the past two seasons."



Doble pass on Haughton was in question



"New home" for Supercup cars

BEC INTRODUCES GINETTA SUPERCUP CLASS

A new Ginetta Supercup standalone class will be part of the British Endurance Championship grid next season providing a new home for the category's Ginetta G56 and G55 GT4 cars.

Ginetta's GT4 Supercup, a long-time part of the British Touring Car Championship bill, is scrapped for 2023. The 500bhp G56 was introduced to the GT4 Supercup for 2022, replacing

the G55 that was used since the championship's launch in 2011.

Ginetta's head of motorsport Mike Simpson said: "Ginetta have nearly 20 years' racing relationship with [BEC organiser] Britcar and we are elated to find a new home for our G55 and G56 Supercup GT4 cars. With thanks to Britcar we can still see many more years of good value, yet very competitive competition."

CENTURY PLOTS DOUBLE TITLE CHARGE

Century Motorsport boss Nathan Freke is looking to fight for both the GT3 and GT4 championships in British GT next year with his reinvigorated BMW attack.

The multiple-champion team added a GT3 car this year and won Donington Park's finale with it, and for 2023 has ordered two of the new BMW M4 GT4s.

Freke told Motorsport News: "It's been really nice for the last few rounds to show [the GT3 car's] potential, put us firmly in

the shop window for next year. We want to come back and be fighting for championships next year.

"There is a lot of [2023 driver] interest. I know what I want, I know who I want, I just need to work on it over the winter and come back fighting."

Century is due to pick up its first new GT4 around now. "We're going to do Dubai 24 Hour with it, it's a great testing programme for our GT4 drivers," Freke continued.

"We get our second one in February. This current car has done us so well, but there are things on it which could be improved, in driveability. This new car covers all those bases.

"I've got one [GT4 driver] pairing confirmed already but can't announce it yet.

"The second car is open, I have a lot of interest in it but I'm going to wait and get the right driver pairing, and push hard for a championship, hopefully in Pro-Am and Silver Cup."



Champion team seeks crowns in GT3 and GT4

TIME ATTACK UNVEILS NEW HONDA CONTEST

Club Time Attack has launched a brand-new Honda-specific race championship called the Racing Hondas championship to provide high-profile, value-for-money and close racing competition.

The new contest will run on the same programme as the Time Attack championship, and will have 16 rounds over six weekends, with each meeting also featuring a large car show.

All Honda models from all eras are eligible in the championship, and there will be three main classes: two based on power-to-weight with semi-slick tyres, plus a slick-shod class with no modification restrictions.

The regulations will accommodate existing Hondas from other championships, so drivers can switch without carrying out modifications. There will also be a control tyre and regulated components; organisers will create a range of discounted parts opportunities.

To help the championship's introduction, Club Time Attack has acquired the Civic Challenge series run formerly by the British Racing and Sports Car Club.

Time Attack managing director Andy Barnes said: "[TCR UK and Civic Cup] demonstrated that our Time Attack audiences enjoy the added attraction of racing. So, being a creative organisation, when we were contacted by Civic Challenge to provide them with new a home, we spotted a significant opportunity to take things further."



All Hondas have new series

MINI 7S RETURN TO BTCC BILL

The Mini 7 Racing Club will return to the British Touring Car Championship package in 2023 for the Thruxton event on June 3-4.

The popular classic Mini contest appeared at BTCC events at Thruxton in 2019 and Brands Hatch in 2020, and it is the latest category to move into the BTCC support space vacated by Ginetta switching its championships to British GT's package. The Minis join Legends, Caterham and Radical in being recent additions to BTCC's bill.

The unveiled Mini 7 calendar also includes a Zandvoort return in July.

BTCC chief executive Alan Gow said: "The Mini 7 Racing Club has always proved hugely popular among the spectators trackside, as well as the many more watching on television. So I was keen to have these classic Minis in our guest slot at Thruxton."

RACING NEWS

BENNETT JOINS CARLIN

John Bennett is aiming for next year's GB3 title after switching to the Carlin team from Elite Motorsport.

The 2021 Ginetta GT5 Challenge runner-up finished eighth with Elite in GB3's standings this year on his single-seater debut, taking his maiden podium in the series at the last round at Donington Park. The 19-year-old has already been on track with Carlin in post-season test days.

Carlin drivers took the title in GB3 and its predecessor BRDC British Formula 3 in 2019, '20 and '21, though its highest-placed driver this year, Callum Voisin, finished fourth in the table.

Bennett said: "[Carlin] are one of the most prestigious teams in motorsport and their history of success within this championship, and many others, is undeniable.

"My goal for next year will be to win the championship – I am very confident that I will have everything at my disposal to be able to achieve this."



Bennett wants GB3 title

EPPS ENJOYS FF1600 DEBUT AT HAYES

Ex-BTCC racer has "bug" after FF1600 debut that included climb from 23rd to first in a lap

Photos: Jakob Ebrey, Carlin



Epps got a stunning race win in his first Formula Ford race meeting

By Graham Keillor

Former British Touring Car Championship racer Mike Epps has "got the bug" after his Walter Hayes Trophy Formula Ford debut that included climbing from 23rd to first in one lap.

Epps, racing in the recent Silverstone showpiece with Border Reivers, retired

from his heat with technical trouble, but in the following day's progression race rose astonishingly from his lowly start slot to lead on lap one on his way to victory. Epps subsequently was out of luck again as last chance race contact ended his weekend.

Epps told Motorsport News: "I've always watched [the Hayes] with admiration. I said to myself if there



The ex-BTCC man had made up 22 places by Luffield on lap one

was one I was going to do it would probably be that. I've almost got a one-a-year policy now with racing because I can't afford it anymore.

"I was joking with Jayde Kruger the night before [the progression race], he said you'll be leading by the third corner – unfortunately it was the fourth corner! I didn't really believe him.

"At Brooklands I just hung it inside

and they all tripped over each other and I was second.

"And I thought 'let's put the nose in around Luffield and see, it's gone that well'. And sure enough [the leader] lingered on the outside.

"I won't lie, I've got the bug. If I were to jump back in a race car soon I would probably make it something like a Formula Ford."

CANADA SCHOLARSHIP EXPANDS IN LANDMARK YEAR

Team Canada Scholarship has completed its 10th year of bringing promising racers to the Formula Ford Festival and this year competed in the Walter Hayes Trophy for the first time.

Similar to Team USA Scholarship, Team Canada Scholarship picks two promising Canadian drivers to race in the UK's FF1600 showpieces with Graham Brunton Racing. IndyCar stars James Hinchcliffe and Robert Wickens are among its judges.

The scholarship also this year used a shootout for the first time, and teenagers Kevin Foster and Jake Cowden were selected.

Both showed good pace in the recent end-of-year events; their best result was Foster finishing 11th in the Festival, his first-ever car racing event.

Scholarship founder and team boss Brian Graham told Motorsport News: "It's [the Hayes] something we've always wanted to

do, but just lacked the funding. Since 2019 Neil Braun has come onboard and has helped orchestrate a lot of the funding, and we've had some fundraising events.

"Our plan is that from this day forward our scholarship will include both events.

"Previous [to having the shootout] it was just looking at their [candidates'] resumes, if it was someone I wasn't familiar with I would travel to a race. So the shootout is a great opportunity."



Foster finished 11th in Festival in Canada scholarship's landmark

Rashid is headed for slicks and wings in GB3 in 2023



AMERICAN FF1600 BATTLERS EYE GB3 IN 2023

American Formula Ford racers Shawn Rashid and Thomas Schrage are looking to graduate to GB3 next season.

Rashid driving with Ammonite Motorsport finished fifth in 2022's National FF1600 standings, then had unlucky Festival and Walter Hayes Trophy end-of-year events.

He told Motorsport News: "I'm going

to be doing GB3 next year. I haven't decided where yet, I'm testing with some teams and we'll figure that out pretty soon.

"I want to do the whole FIA ladder and it's just the logical way to go. Having done Formula Fords here I'll be familiar with most of the tracks. The competition in GB3 is so good. I want to be racing

with the best in the world."

Schrage meanwhile impressed in his late-season UK running with Team USA Scholarship. He told MN: "I'm not completely sure for 2023, but I would like to do GB3 possibly. I know I can get the programme [budget-wise] for Formula Ford in the UK together but the GB3 will be a little bit harder."

LE LEADS BRITISH F4 RECRUITS

Eight drivers have now been confirmed to race in next year's British Formula 4 championship with the latest recruits led by Ginetta Junior race-winner Kanato Le.

The 15-year-old Japanese joins Ginetta team-mate Will Macintyre at the Hitech GP squad. Le finished seventh overall, and second in the rookie standings behind Macintyre, in 2022's Ginetta Junior contest.

Le said: "It's an exciting time to be a part of the championship and was the obvious next step for me to further my ambitions of becoming a Formula 1 driver. We had testing at Snetterton in the official New Driver Test which puts us in a good position."

Le and Macintyre will be joined at Hitech next year by 16-year-old Australian Formula Ford graduate James Piszcyk. Piszcyk led his national Formula Ford standings heading into its season-finale event, but missed the decider to start



Le will race for Hitech GP in 2023

his Hitech testing programme in the UK.

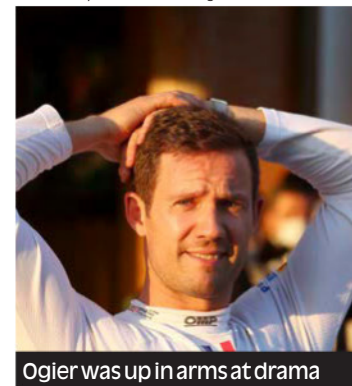
And he won't be the only Australian Formula Ford graduate on British F4's grid next year as Patrick Heuzenroeder has signed with Argenti for 2023. The 16-year-old ran third overall in the New South Wales Formula Ford championship, until he – similar to Piszcyk – missed the final round to begin his Argenti testing programme.

RALLY NEWS

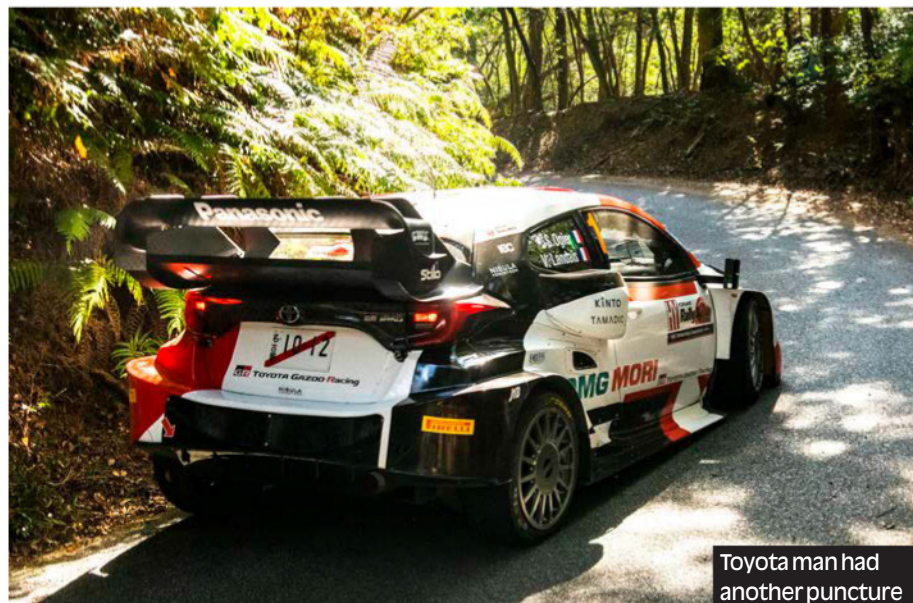
OGIER BLASTS PIRELLI AFTER JAPAN PUNCTURE WOE

Eight-time champion slams Italian tyre firm for doing a "sh*t" job in the WRC

Photos: Toyota, mcklien-imagedatabase, Red Bull



Ogier was up in arms at drama



Toyota man had another puncture

By Graham Lister

Sebastien Ogier responded to his Rally Japan puncture by launching a scathing attack on tyre firm Pirelli.

Ogier dropped out of the victory fight on last weekend's World championship finale when he punctured on the first full-length stage of the Tarmac event. Pirelli is the WRC's exclusive tyre supplier and Ogier has been outspoken in his criticism of the Italian firm on a number of occasions in the past.

But he was particularly vocal on an event where three of the four factory Toyota drivers picked up punctures and suffered significant delay as a result.

At the finish of the final stage, Ogier told WRC All Live reporter Molly Pettit: "Maybe one day we are going to talk about the really shit job Pirelli is doing. Maybe

something is going to change but, at the moment, it's really a joke what they are doing. It's punctures all around all the time and it's just about a lottery."

In another interview during the rally Ogier said: "To be honest it's a bit of a shame that nobody talks about this issue with Pirelli because it's just a joke the job they are doing. It's not serious, there are punctures all around – more punctures in one year than you have in 10 years with Michelin and nobody talks about it because there are contracts, there are sponsors involved and it's just not serious. I'm just glad I don't do the championship [full time] in these conditions."

Terenzio Testoni, Pirelli's rally activity manager, didn't respond directly to Ogier's attacks but suggested that by carrying one spare for the afternoon loop on

Saturday meant drivers had "maximum confidence" in the company's product.

"The choice of a single spare, even in the afternoon when the risk of a puncture was high due to the roads becoming much dirtier than in the morning, means two things: that the drivers have maximum confidence in the robustness and impact resistance of the tyres and that they preferred speed to the certainty of reaching the end of the section."

While the punctures picked up by Ogier's team-mates Elfyn Evans and Kalle Rovanpera were considered self-inflicted, the Frenchman was unable to explain the cause of the deflation that delayed him by more than two-and-a-half minutes.

"I have no idea to be honest," he said. "It was very narrow with not a lot of grip. I didn't feel anything."

JAPAN HEARTBREAK MEANS NO WIN FOR EVANS IN 2022

Elfyn Evans experienced his first winless season in the World championship since 2019 after late Rally Japan heartbreak.

Evans led the event from stage five, slipped behind Thierry Neuville on Saturday afternoon, but responded by winning Sunday's opening stage to close to within 0.6s of his Belgian rival.

But a puncture on the next stage dropped him out of the victory fight and left him fifth at the finish, which meant he placed fourth in the final standings, his lowest finishing position in three campaigns.

The Welshman said: "It's been a tough season personally and we had a chance here and threw everything at it. Today

started really well, we had a good rhythm in the car and things were working well. But on the second stage we ran marginally wide and damaged the tyre. It was a big penalty for a small error but that's the nature of the game. It's really busy on the stages here so it was easily done."

Evans had initially hinted a mistake from co-driver

Scott Martin contributed to the puncture but made no further reference to the Cumbrian's otherwise exemplary pacenote delivery later in the event.

"The notes were correct, but I didn't get them as early as I needed to slow the car down in time," he said following stage 16. "There was nothing I could do."



Tyre damage thwarted Elfyn Evans, which means he went winless

NEAR MISS AFTER MOTORIST DRIVES ONTO STAGE

Rally Japan was one safety breach away from being cancelled after a car, belonging to a member of the public, was driven onto stage four in an un-taped section and narrowly avoided being hit by WRC drivers Sami Pajari and Teemu Suninen, who were travelling in the opposite direction.

Event organisers were deemed to be negligent for failing to "take reasonable measures in implementing the approved safety plan", according to a judgement by the stewards of the rally.

They were ordered to ensure that "all junctions accessible by vehicles are manned, and further emphasising to marshals the importance of their roles and how it impacts the safe running of the event

for the public, competitors and themselves".

The stewards also stated they would "immediately and permanently stop the competition should the approved safety plan be compromised or breached or if there is any deviation from the agreed mitigation plan presented by the organiser".

In a further response to what the stewards deemed a "serious and unsafe situation", the incident has been referred to the FIA Closed Road Commission for a full investigation.

Toyota boss Akio Toyoda, whose organisation made a financial contribution to the event, said: "Many challenges remained for the first rally in this area. However, I sincerely hope to continue this rally."



WRC runner Sami Pajari had a near miss

BREEN LOW DESPITE ENDING 2022 ON A HIGH

Craig Breen hit back from the crash that put him out of Rally Japan's opening leg after four stages by winning the Powerstage on Sunday.

Breen crashed his M-Sport Ford Puma Rally1 into a barrier on stage four to compound a frustrating season for the Irishman, who was being co-driven by James Fulton for the first time following Paul Nagle's retirement last month after 102 WRC starts. After selecting a "full wet package of tyres in the hope the rain comes for the Powerstage", Breen's prayers were answered when the forecasted rain came for the deciding two stages of the season.

Despite his late flurry of stage wins, the 32-year-old, who ended the season seventh in the standings, could find little reason to celebrate. "It's been another trying weekend and I feel very sorry for everybody involved," he said. "We deserve much better results than we've been getting but it just wasn't to be."

Breen's future at M-Sport continued to be the subject of speculation during the Japan weekend with service park regulars suggesting a return to Hyundai could be announced this week, despite Breen's insistence that his two-year deal with the British team means he's staying put.



Breen scored fastest stage times after going off the road early on

RALLY NEWS

ASPHALT CHAMPIONSHIP IS GO WITH BACKING FROM MOTORSPORT NEWS

Classic challenges to feature in revamped calendar for 2023 sealed-surface contest

By Paul Lawrence

A fresh calendar taking in some of the UK's very best asphalt events will make up the schedule for the Prottyre BTRDA Asphalt Rally Championship in association with Motorsport News.

The calendar covers seven rallies and eight scoring rounds, starting with the East Riding Stages in late February. The Isle of Man date reverts to the Manx National Rally in May, which will be a double-header round with two full sets of points on offer. With 130 stage miles planned on classic Manx roads, points will be awarded after leg one on Friday as well as after leg two on Saturday.

The Jim Clark and Argyll rallies in Scotland and the Down Rally in Northern Ireland are all retained while the Tour of Epynt moves to August and the season concludes with the Cheviot Stages on Otterburn in late October. Rali Ceredigion and the Three Shires Stages, championship rounds in 2022, are not on the '23 calendar.

CALENDAR

2023 Prottyre BTRDA Asphalt Rally Championship in association with Motorsport News

DATE	RALLY
Feb 26	East Riding Stages Rally
May 12-13	Manx National Rally
May 26-27	Jim Clark Rally
June 23-24	Argyll Rally
July 22	Down Rally
Aug 5-6	Tour of Epynt
Oct 22	Cheviot Stages Rally

The refreshed 2023 calendar is part of the championship's development plan led by co-ordinator Paul Morris. The best six scores from eight rounds will count, allowing crews to miss one or two events if they wish. Morris said: "As a new organising team we have one year behind us and, armed with a lot of experience and competitor feedback, we now look forward to a new championship year."

Matt James, editor of Motorsport News, said: "We're delighted to be partnering with the Asphalt Rally Championship for 2023. It is a superb championship with fabulous events and a great team at the helm. We look forward to giving it extensive coverage."



Asphalt runners will have fresh challenge

Photos: Paul and Ben Lawrence



Ginley used Pryce's Fiesta

PAYNE TAKES A FRESH FIESTA RALLY2 FOR MALTON DESPITE NOISE ISSUES

BTRDA Rally Champion Elliot Payne used his ex-Thomas Preston Fiesta Rally2 for the first time as he won the Malton Forest Rally, despite problems with the event noise test.

Payne told MN: "It was my first time in the car, but there are quite a few changes to my old car. The handbrake, the rear beam and the wheelbase is 15mm longer, and that makes such a difference to the handling."

His next planned outing in the car is on the Grizedale Stages (December 2-3).

However, the rally was impacted by noise tests that led to the exclusion of the Fiestas Rally2s of Stephen Petch and Charlie Payne, Elliot's father.

Both of the Payne Fiestas failed the pre-event noise test while Petch's car passed, but another test was included on Sunday morning to see if the Payne's fixes had worked and that's where Petch and Charlie Payne's cars failed but Elliot's car passed. Petch's father Steve later withdrew from the event.

Clerk of the course Chris Woodcock told MN that the two cars were considerably over the limit but added he didn't take joy in disqualifying competitors. He said: "I'm never ever wanting to do that, but what I can't do is allow people to just run cars that are far, far too noisy."

Elliot Payne won the rally, but the team isn't sure why the fix to his car worked but not on Charlie's car.

Team manager Alan Causey said: "Elliot's car is newer so I can only guess that is why. The noise readings were a little inconsistent between the various R5 cars. It's something we have to accept as the rules are the rules."

Meanwhile, Alistair Ginley teamed up with Craig Thorley in Elliot Payne's former Fiesta Rally2 to finish fourth on the event. Six weeks earlier, Ginley rolled his historic-specification Ford Escort Mk2 out of the Trackrod Historic Cup. It was Ginley's first time out in a modern-specification car. "It's very different running at the front after being at the back in the Escort," he said. Ginley plans to contest more events next year in the Fiesta Rally2.



Circuit rally battlers will tackle sweeps of Cadwell Park

CADWELL PARK NEXT FOR CIRCUIT CHAMPIONSHIP

Sunday's eighth running of the Cadwell Stages will mark the second round of the newly formed MGJ Circuit Rally Championship with Motorsport News.

Following the season opener at Oulton Park, the action switches to the Lincolnshire race circuit

where eight stages will run through the day and into the dark on Sunday evening. An entry of around 75 cars will gather for round two and with Oulton Park winner Frank Bird not entered, the way is open for a new winner.

Leading entries include Oulton Park top 10 finishers

John Griffiths and Paul Murro (Ford Fiesta R5s), Kiaran Hankin (Peugeot 208 T16 R5) and Tony Robinson (Skoda Fabia R5).

Other contenders include Ollie O'Donovan (Hyundai i20 R5), Julian Hope (Proton Iriz R5) and Josh Payton in the quickest of the Escort Mk2s.

OBITUARY

Dom Buckley Senior 1938-2022

MN was sorry to learn of the death of Dom Buckley Senior, after a short illness, at the age of 84.

It was back in 1961 that Buckley formed Dom Buckley Motorsport in the Scottish Borders and since then

the company has gained an enviable reputation for preparing and running top-specification rally cars across the UK and further afield.

Dom Sr competed to high level and travelled extensively, both as a

driver and as an engineer. He was then joined by his son, Dom Jr, in the business.

But nowadays, it is his grandson Neil who fronts the business, running cars for a variety of customers. As

both an accomplished engineer and driver, Dom Sr was a hugely popular and influential member of the rallying community and will be missed by many across the sport.



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RALLY NEWS

SPECTATOR TRAGEDY ON THE CONDROZ RALLY

Two spectators died after being hit by a competing car at the Condroz Rally in Belgium over the first weekend of November.

The accident happened on SS17, Bas-Oha to Wanzoul, when, according to a statement released by the organisers, the Skoda Fabia R5 of Emeric Rary and Fabrice Henry went off the road and collided with a small parapet wall before hitting a group of spectators in a prohibited area.

Despite quick action by the emergency services two of the spectators, believed to be a mother and daughter, succumbed to their injuries. A third spectator and a member of the crew were transferred to hospital for medical checks but their injuries were not serious.

The organisers from Royal Motor Club of Huy immediately stopped the stage and cancelled the final stage of the event. A judicial investigation is underway to determine the exact circumstances of the accident.

HUNTER FIELDS A FRESH R5 ON HOME EVENT

Fiesta outing could lead to a full BRC campaign in 2023

By Paul Lawrence

Experienced North Wales rally driver **Hugh Hunter finished fourth within the British Rally Championship contenders on the recent Cambrian Rally in a Ford Fiesta R5 he had only owned for a week before the rally.**

Hunter, who has extensive experience in a range of four-wheel-drive machinery and won the BTRDA Gold Star in 2008, bought the car previously owned and driven by Tom Coughtrie.

“We’ve had it a week,” said Hunter when he arrived for scrutineering at the Cambrian.

“We had a test on Wednesday of about 40 miles.

“It’s a Mk2 R5 and it feels a little bit different. I wanted to be ready as this is our home event and had a bit of closed roads in the dark in Wales as well.”

Hunter says plans for the car are still to be decided.

“Now we’ve got the Cambrian out of the way we’ll have a think. If I could get a sponsor, we’d do the British Rally Championship. Certainly, the plan is to use the car next year,” added the 54-year-old.



Photos: Ben and Paul Lawrence-

Hunter has yet to decide plans for '22



Crowther: impressive

CROWTHER MAKES RALLY DEBUT IN LUPO

Max Crowther tackled his first-ever rally on the Malton Forest Rally when he fielded a VW Lupo with experienced Ford Escort Mk1 driver and friend Josh Carr as co-driver.

Crowther, 28, works as a race engineer in the Porsche Carrera Cup for Redline Racing but finally got to contest his debut rally, which went well until the Lupo was forced out with a broken driveshaft on the uphill hairpin in Gale Rigg in SS4.

Carr said: “It was a good drive from Max on his first rally up until then. It was my first time on the wrong side of the car in the woods. Hopefully it won’t be too long until our next go.”



Competitors will not be able to tackle the Red Kite Stages in 2023

NORED KITE STAGES IN 2023 AS EVENT PARKED

The Red Kite Stages will not run in 2023 after the organising club decided that the event was not financially viable.

Last run in 2019 in the popular forests of South Wales, the Red Kite was scheduled to be a round of the British Historic Rally Championship again in 2022 until the event was cancelled due to lack of a viable service area. It had not run in 2020 and '21 due to Covid restrictions.

In a statement, the Amman and District Motor Club said: “The Red Kite 2023 was discussed at length and after the budget plan was presented, it was decided that it was not financially viable.

“It was agreed to mothball the rally and if and when things become more viable we would look at running it once more. We appreciate that this is not good news, and the decision was not made easily.”

For several years, the Red Kite has been the only rally using the extensive forest network in the Neath Valley region, which is now likely to remain unused again in 2023.

ROAD RALLY ROUND-UP

STEPHENS AND PRICE ARE ON TOP ON DEMANDING LANES RALLY

A demanding and slippery Powys Lanes was won by Rob Stephens and Kieran Price, giving the navigator his second win of the year and the driver his first in that role. The pair finished 29 seconds ahead of Will Arrowsmith/Dafydd Evans, with Ford Escorts taking the first nine places.

Top seeds George Williams/Cadog Davies lost out after booking in early at the end of a cleanable section. Mark 'GT' Roberts/Robbie Pugh retired with a broken bottom arm on their VW Golf.

Iwan Davies and Andrew Lowe took a commanding win on the Harvest Rally in Devon, ending up over nine minutes ahead of the field. James How/Nic Jones finished in seventh place after spending seven minutes in a ditch.

Trac Mon was the venue for the penultimate round of the BTRDA Targa Championship, with Dewi Jones and Daniel

Jones securing first place. Ethan Davies looked to be on track to win the BTRDA series but retired on the final test. This means that John Davies, who finished sixth, now leads the series.

Ben Griffin/Steve Conner emerged from a four-way battle to take victory on the Rushmoor Targa. They were fastest on five of the six tests to finish 29s ahead of Adrian White/Ellen White.

Ian Mills

Results
Powys Lanes Rally
Organiser: Epynt Motor Club **When:** November 5-6
Where: Mid-Wales **Route:** 100 miles **Starters:** 70
1 Rob Stephens/Kieran Price (Ford Escort) 5m13s; 2 Will Arrowsmith/Dafydd Evans (Ford Escort) +29s; 3 Mark Lennox/Ian Beardon (Ford Escort); 4 Ieuan Evans/Huw Rhys Manion (Ford Escort); 5 Mike Roberts/Dafydd-Sion Lloyd (Ford Escort); 6 Richard Jerman/Alan James (Ford Escort); 7 Alud Jenkins/Griffin Tweedale (Ford Escort); 8 Cerith Jones/Richard Williams (Ford Escort); 9 Dai Roberts/Lee Taylor (Ford Escort); 10 Matthew Maidment/David Powell (Peugeot 205). **Class winners:** Jenkins/Tweedale; Lynn Jones/Rhys Jones (Ford Escort); Steffan Glyn Jones/Sam Vaux (Ford Fiesta).

Harvest Road Rally
Organiser: South Hams Motor Club **When:** November 5-6 **Where:** South Devon **Route:** 160 Miles **Starters:** 29

1 Iwan Davies/Andrew Lowe (Ford Escort) 14m43s; 2 Ashley Rice/Trevor Disney (Mini Cooper) +9m06s; 3 Brendan Wellman/Daniel Pidgeon (Ford Fiesta ST150); 4 Dave Webb/Jacob Williams (Daihatsu Sirion); 5 Timothy Owen/Sophie Louise Buckland (Peugeot 206); 6 Phillip Luxton/Oliver Luxton (Rover 25); 7 James How/Nic Jones (MG ZR); 8 Luke Quinnell/Kayleigh Dingle (MG ZR); 9 Elliott Dale/Charlotte Ryall (Ford Escort); 10 Lucas Redwood/Zak Linham (Ford Sierra). **Class winners:** Rice/Disney; Paul Howard/Andrew Axford (Subaru Impreza).

Trac Mon Targa Rally
Organiser: Caernarfonshire & Anglesey Motor Club **When:** Nov 6 **Where:** Anglesey Circuit **Championships:** BTRDA **Tests:** 20 test miles **Starters:** 70
1 Dewi Jones/Daniel Jones (Mazda MX-5) 47m46s; 2 Iwan Roberts/Jr Sion Williams (Toyota Corolla) +1m00s; 3 Tom Evans/Kevin Kerr (Ford Escort); 4 Kevin Evans/Owain Baum (Nissan Micra); 5 Dewi Williams/Moi Williams (Peugeot 206); 6 John Davies/Michael Jones (Ford Puma);

7 Brynll Thomas/Sion Rowlands (Peugeot 206); 8 Owain Rowlands/Deion Atkinson (Mazda MX-5); 9 Ian Devine/Mari Haf Evans (Citroen Saxo VTR); 10 Jamie Atherton/Guto Atherton (Citroen Saxo). **Class winners:** Devine/ Evans; Robat Williams/Jamie Roberts (Ford Puma); Atherton/Atherton.

Rushmoor Targa
Organiser: Farnborough District Motor Club **When:** November 6 **Where:** Rushmoor Arena **Tests:** 6 **Starters:** 55
1 Ben Griffin/Steve Conner (Peugeot 106 Rallye) 18m33s; 2 Adrian White/Ellen White (BMW 318Ti) +29s; 3 Simon Phillips/Thomas Horst (Peugeot 205 Rallye); 4 Lewis Ayris/Simon Ayris (MG ZR); 5 Steve Conner/Ben Griffin (Ford Puma); 6 Gary White/Bradley White (BMW 318Ti); 7 Suze Endean/Matt Endean (MG ZR); 8 Tom Brooks/Tony Brooks (Toyota MR2); 9 Steve Groves/Rebecca Groves (Renault Clio); 10 Alan Wakeman/Ian Hazleton (Nissan Micra). **Class winners:** Phillips/Horst; Richard Olsen/Emma Olsen (MG ZR).

CHALLENGER STAGES 2022: BOURNEMOUTH AND DISTRICT CAR CLUB BY IAN HARDEN NOVEMBER 13

KING COLE BEATS HIS NAMESAKE AFTER A FURIOUS BATTLE ON CHALLENGER EVENT AT BOVINGTON

Damian Cole took his Skoda Fabia R5+ to a determined win at the Challenger Stages. He battled hard with the acknowledged local experts and set five fastest times to beat Brad Cole (Ford Escort Mk2) by 24 seconds.

Despite a slippery surface early on, drier conditions from mid-morning made for consistent high speeds. Damian Cole

locked horns with Darrell Taylor on the opening stages, the two drivers swapping fastest times until Taylor retired his Fiesta Rally2 after an under-bonnet fire on SS4.

With one rival gone, the leader then had to fend off pressure from Brad Cole. The Escort driver set a phenomenal pace despite minimal traction on SS1 and having no intercom for two stages. He set fastest stage time

on SS8 to cement the runners up spot.

Third-placed Sean Quigley set consistent top-three times as he climbed from sixth spot early on. His Ford Fiesta R5 ran faultlessly as he held off a strong challenge from fourth-placed Ed Fossey. Having his first outing in his Proton Satria-Millington and, with minimal seat time pre-event, Fossey had a mid-rally battle with eventual fifth-placed Simon

Mansell (Ford Escort G3) and Dan Gibson (Darrian T90). Gibson's fightback after early-day traction problems came to naught as he retired on SS8 with a cracked gearbox housing.

Results
Organiser: Bournemouth and District Motor Club **When:** November 13 **Where:** Bovington Camp, Dorset. **Championships:** ASWMC Sealed Surface; ACSMC Tarmac. **Stages:** eight. **Starters:** 77.
1 Damian Cole/Charly Cole (Skoda Fabia R5+) 47m12s;

2 Brad Cole/Jamie Vaughan (Ford Escort Mk2) +24s; 3 Sean Quigley/Colin Quigley (Ford Fiesta R5); 4 Ed Fossey/Gareth Parry (Proton Satria-Millington); 5 Simon Mansell/Shawn Layland (Ford Escort G3); 6 Bill Paynter/Andy Hollingham (Subaru Impreza); 7 Tom Todd/Dan Morefield (Ford Escort Mk1); 8 Robert Hayter/Alistair Crossley (Mitsubishi Lancer E4 RS); 9 Kev Carr/Sophie Buckland (Ford Escort Mk2 RS); 10 Wayne Larbalestier/Archie Larbalestier (Mitsubishi Lancer E3 RS). **Class winners:** Alex Roscoe/Stephen Roscoe (Nissan Micra); Ben Grenter/Kelan Watkins (Toyota Yaris SR16+); Todd/Morefield; B Cole/Vaughan; D Cole/C Cole.

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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Polley profits to claim points series finale**Polley fought hard for F2 victory**

A hard-fought BriSCA Formula 2 National Points Series finale at Bradford was won by Dave Polley.

After a couple of caution periods, Luke Wrench and Jordon Thackra passed early leader Tom Lloyd before Thackra got ahead. Wrench was then shuffled back, as Polley and double heat-winner Charlie Guinchard moved into second and third.

On a tricky surface, Guinchard got a run on Polley to take second and looked set to challenge Thackra's lead before tangling with a backmarker and dropping down the order. Polley then gradually closed on Thackra and pounced when the leader was sent fence-wards by a rut. When Polley was delayed in traffic it gave Thackra another sniff but the World champion held on. Guinchard, sixth, had already clinched the points title.

First time out in BriSCA F2 on a return to the ovals, Fiesta champion Jenson Brickley was a double heat winner at Skegness before gremlins struck in the final. That was won by 2015 World champion Kelvyn Marshall who deposed Greg McKenzie in the final quarter of the race on a wet track. Venue owner Rob Speak was third over the line but, racing on a temporary licence, not included in the official results.

Mark Paulson**Results**

Organiser: Skegness Raceway **When:** November 6 **Where:** Skegness Raceway **Starters:** 38.
1 Kelvyn Marshall; 2 Greg McKenzie; 3 Tom Bennett; 4 Billy Webster; 5 Aaron Vaigh; 6 Aidy Whitehead; 7 Craig Driscoll; 8 Harley Thackra; 9 Karl Bishop; 10 Jamie Jones.

Organiser: Yorstox **When:** November 13 **Where:** Odsal Stadium, Bradford **Starters:** 33.
1 Dave Polley; 2 Jordon Thackra; 3 Luke Wrench; 4 Andrew Palmer; 5 Ben Lockwood; 6 Charlie Guinchard; 7 Harley Thackra; 8 Charley Tomblin; 9 Richard Howarth; 10 Tom Lloyd.

EX-F1 MAN HEIDFELD KEEN TO SAMPLE MORE RALLYCROSS OUTINGS

German racer keen on another challenge after Spanish RX outing

Photos: Ant Jenkins, Red Bull Content Pool, Colin Casserley



Heidfeld enjoyed his run in a RX2e machine in Spain recently

By Hal Ridge

Former Formula 1 driver Nick Heidfeld is eyeing more rallycross opportunities, following his debut in the mixed-surface discipline within the Spanish round of the World Rallycross Championship last month.

German driver Heidfeld competed in the RX2e support series for all-electric, single-specification spaceframe machines and finished the event 10th, and last, overall.

Having progressed his pace, with minimal testing pre-event, the ex-F1 podium finisher would like to build on those experiences.

"It was a huge challenge," he said. "There are some things that become like reflexes from 35 years of racing in other series, but which don't work in rallycross. I knew what I needed to do, but then when the situation came, I didn't do it. I need to change something in my brain to react automatically rather than

having to think about it – because the one thing you certainly don't have in rallycross is time to think. That said, I was pleased with the weekend overall. I felt I improved throughout and the other drivers were very helpful – which probably means I'm still not quite quick enough to threaten them."

A former Formula E racer, Heidfeld enjoyed competing in the four-wheel-drive electric rallycross machine and would like to try World RX's new top-flight electric machinery.

"I'm also obviously a big fan of electric racing," he added. "The transition to alternative energies is happening globally, and of course it's important that the leading motorsport championships set an example. I think it shows to the world that the technology is readily there and that it can be exciting, too. Being very serious, I would definitely like to do some more – and it goes without saying that I would love to try out a World RX car should the opportunity arise."

TOHILL NEARS IRISH RALLYCROSS TITLE WITH YET ANOTHER MONDELLO PARK VICTORY

Reigning Irish Rallycross champion Derek Tohill took a step closer to securing a sixth crown with victory in the penultimate round of the series at Mondello Park, but the British and European title-winner faced stiff opposition.

Year-long title-contender Declan Kelly missed the event due to transmission

component supply issues, a legacy of the problems that had put him out of the previous round two weeks earlier, but another OMSE-built Ford Fiesta joined the fold, as Michael Leonard made a maiden appearance in a car bought from Swedish team Hedstroms Motorsport.

Tohill won the three heat sessions, but Leonard got progressively quicker

through the day, leading the final heat race from Tohill in the opening stages, until taking his joker lap on the final tour.

In the Supercar final, Tohill led from the front, having squeezed Tommy Graham in the run to Turn 1, Graham ultimately finishing in second position.

Graham was again in an OMSE Fiesta sandwich in the run to Turn 1 in the

SuperFinal, Leonard running wide but hanging onto Tohill's coattails.

Graham dropped to fourth behind fast-starting two-wheel-drive runner Peter McGarry and, with no joker lap at play in the SuperFinal, Graham had to work hard to regain a podium position by the finish, behind winner Tohill and Leonard.

BRISCA F1: ODSAL, BRADFORD BY COLIN CASSERLEY

NOVEMBER 12

HARRIS WINS AS FAIRHURST IS LEFT DEJECTED WITH LAST-GASP SHOOTOUT DEFEAT

The 2022 BriSCA F1 shootout to determine the National champion reached a thrilling conclusion on Saturday night. Going into the 10th and last round, Lee Fairhurst had to win the race and hope Tom Harris failed to finish to snatch the title from Harris and prevent him from winning the title for a third consecutive year.

At the drop of the green flag Harris passed Fairhurst and began making his way through the field, up front,

where Callum Gill held the lead followed by Sam Makim.

At the halfway point Fairhurst closed in on Harris and nudged him into the wall, but Harris bounced off the fence and continued. However, on the following turn, Fairhurst barged Harris into the fence once again, this time Harris received sufficient damage to eliminate him for the race.

Fairhurst began to close on the race leaders but appeared to be too far behind until a red flag was thrown when Rob

Plant rolled his machine. On the restart, Makim took the lead and Fairhurst moved into second but with five to go Fairhurst blew a right-rear tyre.

A dejected Fairhurst said: "I had to give it a go, so when I got behind Harris, I seized my opportunity. I knew what I had to do but the shootout title was lost over the series, not tonight, I was just not consistent enough."

Harris was delighted. He said: "I could have sat back and followed Fairhurst for the whole race and won the title easy, but

that is not what the fans wanted to see, they came here to be entertained. I tried to win the race as I always do, and I knew that Fairhurst would try and take me out if he got the chance. I am delighted to win the title, it's thanks to my sponsors and the hard work of the crew that I won it."

Results

Organisers: Yorstox, BriSCA F1 **When:** November 12 **Where:** Odsal Stadium, Bradford **Starters:** 43.
1 Sam Makim; 2 Joff Gibson; 3 Callum Gill; 4 Liam Gilbank; 5 Paul Hines; 6 James Morris; 7 Austin Moore; 8 Mal Brown; 9 Mark Gilbank; 10 Lee Fairhurst. Shootout: 1 Tom Harris; 2 Lee Fairhurst; 3 Mat Newton.



Makim took the win as Harris scooped title

NITRO RALLYCROSS: PHOENIX, USA BY HAL RIDGE

NOVEMBER 11-13

PASTRANA AND LARSSON CONQUER THE NITRO RX BATTLES IN THE DESERT

Nitro Rallycross Championship founder Travis Pastrana and series leader Robin Larsson claimed a win apiece in the series' first double-header weekend of the 2022 campaign in Phoenix, Arizona.

Former British World Rally star Kris Meeke secured his first high-level rallycross podium with third in round six on Sunday.

In a truncated schedule for the fifth round of the series on Friday, held under floodlights on the desert circuit into the evening, 2021 champion Pastrana topped qualifying and won his heat race to secure pole position for the final.

He sustained early pressure from Xite Energy Racing driver Meeke in the main event until Meeke was forced out by a technical issue, while Norwegian Andreas Bakkerud battled back from a difficult start to proceedings to complete the podium behind Conner Martell.

The result edged Bakkerud closer to DRR JC RX Cartel team-mate Robin Larsson in the standings, in part thanks to Larsson succumbing to a chaotic opening tour in which he touched a bank with the all-electric FC1-X machine and sustained a puncture.

Martell completed the 1-2 for the Vermont SportsCar team, his first rostrum

appearance at the highest level in the series.

Swedish driver Oliver Eriksson just missed out on a podium finish in the opening race day of the weekend, but the RX2 and RallyX Nordic champion battled back in the Battle Brackets portion of round six on Sunday, eventually beating Larsson in the final encounter to secure the top qualifier position.

He then started on pole position for the final and took the lead, but having hounded Eriksson in the early stages, Larsson made a move for the lead mid-race and claimed the position, a place he wouldn't relinquish, driving to his second victory of the campaign, joining Pastrana on the double-

winner list for 2022 as he extended his points' advantage over Bakkerud.

Reigning European Rallycross champion Bakkerud was the cause of the final being red flagged at its first attempt, the Norwegian rolling his FC1-X for the second time in three events following contact with Oliver Bennett on the opening lap.

Bennett's team-mate Meeke had been spun out of contention early in the first attempt at running the final, but when the race was restarted, Meeke was able to realise his potential – having replaced 2009 Formula 1 World champion Jenson Button for the

third of three autumn American races.

Meeke saved his joker lap until late in the race and ultimately came out of the alternative route ahead of OMSE driver Kevin Eriksson to secure the final spot on the podium. Bennett wound up seventh.

Results

Organiser: Nitro RX **When:** November 11-13 **Where:** Phoenix, USA **Starters:** 25
Round 5: Group E (All FC1-X): 1 Travis Pastrana 5m11.559s; 2 Conner Martell +0.400s; 3 Andreas Bakkerud; 4 Oliver Eriksson; 5 Robin Larsson; 6 Fraser McConnell.
Round 6: Group E: 1 Larsson 5m13.487s; 2 O Eriksson +1.657s; 3 Kris Meeke; 4 Kevin Eriksson; 5 Pastrana; 6 McConnell.
Class winners: NRX Next America R3: Casper Jansson (Supercar Lites); **NRX NEXT America R4:** George Megennis (Supercar Lites); **SXS R4:** Scottie Lawrence (CanAm); **SXS R5:** Gregoire Michaud (CanAm)

HISTORICS

DOWN THE PUB

TONY JARDINE

Silver Fern competitor

Age: 70 Lives: Ascot



Jardine is ready for challenge

He's off to New Zealand

Broadcaster and former Formula 1 team member Tony Jardine will realise a long-held ambition of competing on the New Zealand Silver Fern Rally, when it starts in Christchurch on Saturday. Jardine will drive a Bryce Biggs team Toyota Corolla with Kiwi Warwick Martin as co-driver for the daunting event.

It is a vast event

The rally has 46 special stages over seven days, with the longest day covering 116 stage miles across the South Island of New Zealand. The Toyota AE86 Corolla will be carbon neutral via the NET-HERO carbon offset programme on the 1750-mile rally. International Silver Fern Rally winners over the years include Hannu Mikkola, Andrew Cowan and Jimmy McRae, while Meirion Evans and Matthew Robinson have been more recent winners of the historic event.

He's got a long rallying back story

Jardine has been rallying for over 40 years, competing in 26 WRC RAC rallies, three WRC Sweden, seven Arctic Rallies and one WRC Norway. From many class wins, his best result was winning the Group N class on Wales Rally GB in 2013, finishing 26th overall. He also races and has won the St Mary's Trophy touring car race at the Goodwood Revival in an Austin A35.

He has NZ connections

Jardine has spent his life in motorsport, including time as assistant team manager at McLaren working with Teddy Mayer and Tyler Alexander. He lived in a 'Kiwi house' full of McLaren team members such as James Hunt's chief mechanic Ray 'Razor' Grant and non-McLaren New Zealander and life-long friend Dick Bennetts. Jardine was at Brabham where he worked with Gordon Murray and then took charge of communications at Lotus F1.

It is a long-held ambition

Jardine, who has worked for the BBC, ITV and Sky Sports in F1 for over 30 years, said: "Rallying is my passion, even beyond racing, so I vowed over 10 years ago that I would compete in what I consider to be the very best historic endurance rally in the world, the Silver Fern. I will get to see some of the best landscapes in the world again, but it is thanks to my friends and connections in New Zealand that it is about to happen."

EPYNT SHOWDOWN REJOINS HISTORIC RALLY CALENDAR

Asphalt event added to the schedule for next season's line-up

By Paul Lawrence

The return of an asphalt event is the key change to the 2023 calendar for Roger Albert Clark Rally Motor Club Historic Rally Championship.

What is expected to be the British Historic Rally Championship, subject to negotiations with Motorsport UK, will cover six gravel events and the Tour of Epynt, which will run over the first weekend of August. For now, the championship is badged by the organising club, the RACRMC.

Following confirmation that the Red Kite Stages will not happen the championship organisers have unveiled a seven-round calendar starting with the Riponian Stages in February and ending with the Carlisle Stages in October.

There will be a new look to the Carlisle event, which will feature special stages in Kielder forest in

the darkness of Friday evening, as well as further stages on Saturday.

Colin Heppenstall, who runs the championship and also organises the Carlisle event, told MN: "It should make the Carlisle Stages the perfect warm-up for the Roger Albert Clark Rally a month later. We're looking at running stages on Friday evening in addition to the Saturday stages to give a total route of between 55 and 60 stage miles."

Other gravel events retain their place in the historic calendar, including Rally North Wales in March, the Plains Rally in May and the Woodpecker Rally and Trackrod in September.

"The status of the British title is still in discussion with Motorsport UK but both parties are working towards this at the moment," said Heppenstall of the delay in confirming BHRC status.

Photos: Paul and Ben Lawrence



Asphalt will return to historic line-up



Volvo man Willan added to his already decorated 2022 season

WILLAN ADDS RALLY OF THE TESTS TO STELLAR SEASON

Dan Willan capped a fine season of historic rallying by winning the 20th running of the Rally of the Tests over the first weekend of November.

Willan and Niall Frost took victory in their venerable Volvo PV544 on the challenging three-day event that recreates the

RAC Rally of the 1950s.

This year's route took crews from Blackpool to Torquay. Two weeks earlier, Willan had retained the HRCR Motorsport News Clubmans Rally Championship, but this was his first victory on the Rally of the Tests.

RACING LEGENDS TRIMS SCHEDULE FOR 2023

The Motor Racing Legends organisation has revealed a trimmed race calendar for 2023.

Following problems with small grids at some of its events this season, MRL will continue with its showcase Donington Historic Festival at the end of April and will have races at the Oulton Park Gold Cup in late July, Classic Silverstone at the end of August and the Spa Six

Hours in September, before finishing on the Silverstone GP circuit in October.

This year MRL also played a key role in the Thruxton Historic and ran a two-day meeting at Snetterton in July. Both of those events have been shelved, although the Thruxton event will continue with revised race content.



Motor Racing Legends will cut down for 2023 season



Robinson was back at wheel on Malton event

ROBINSON MAKES WINNING RETURN IN YORKSHIRE

After an eight-month sabbatical, Matthew Robinson was back at the wheel of his historic Ford Mk2 Escort on the recent Malton Forest Rally, his first rally since March due to health problems.

Robinson, after a storming performance, told Motorsport News: "I've done nothing at all since Rally North Wales in March, but I am not one for

sitting about. I felt fit enough and I am back, but just being careful."

After a test in the car in the week before the rally, fifth overall and first two-wheel drive, with regular co-driver Sam Collis, showed that Robinson had lost none of his renowned pace.

Now he plans to tackle the Grizedale Stages in early December.

IN BRIEF

Two UK F2 dates

Two of the six events in the 2023 Historic Sports Car Club Historic Formula 2 International Series will be in the UK with double-headers at Silverstone GP (May 27-28) and Brands Hatch GP (July 15-16). The 12-race season also includes a return to Zandvoort in mid-June for the Netherlands Historic GP and to the Nurburgring for the Oldtimer GP in August. The season is topped and tailed by visits to Hockenheim and Dijon.

Holt's new toy

Ian Holt and Steve Pugh had a debut run in Holt's newly built Group 4 Ford Escort Mk2 on the Malton Forest Rally. The Lancashire driver has had the immaculate historic car built by Dave Jenkins but was struck by an electrical problem which was traced to the ignition switch. Despite the problem, they set some encouraging times in the Yorkshire stages as Holt got used to the BDG-powered car.

Long distance success

A British team of historic Sports 2000 drivers won the Two tours d'Horloge 24-hour race for historic cars at Paul Ricard 10 days ago. With a remarkable performance, the Equipe Rosbif team of Chris Snowdon, Mike Fry, Josh Law and David Houghton took their Tiga SC84 to victory with a blend of consistency, slick pit work and smart tactics. After qualifying second in the 37-car field, they raced to an incredible victory against several faster cars.

Asphalt historic

The BTRDA Asphalt Rally Championship will feature more historic classes next year in a bid to attract more historic competitors to the seven-round championship. Following feedback from competitors, changes will include the separation of Pinto and BDG-engined cars into different classes to allow more competitors an opportunity to win class awards. The season takes in five closed-road events as well as visits to Epynt and Otterburn.

GT Classic

The Classic Grand Touring organisation has unveiled a new event for 2023 titled the GT Classic. Running for a week from October 2, the event for cars from between 1950 and 1980 will take in 750 miles, five race circuits, one hillclimb and seven speed tests on a route between Brooklands in Surrey and Knockhill in Scotland. Though there will be no races, there will be timed competition at all venues.

Masters winners

Masters Historic Racing has unveiled its champions from the 2022 race season. Notable champions include Steve Hartley and Patrick D'Aubrey in Masters Racing Legends for Historic F1 cars, Andy Willis in Sports Car Legends and Robin Ward in Gentleman Drivers at the wheel of series founder Ron Maydon's Ginetta G4R. The Masters Pre '66 Touring Car title fell to former BTCC racer Sam Tordoff in his Ford Falcon.

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COLUMNIST

MATT JAMES



Reflecting on the life of this title's former editor and Formula 3000 guru, among many other things: Simon Arron

Photos: Motorsport Images

I couldn't really understand why I was being summoned back up to London for a second time after my initial interview with then joint editor Mark Skewis and Stewart Williams, the production editor, in 1995.

But I hadn't met Simon Arron yet, the other joint editor, as he had been away chasing Formula 3000 cars around in Portugal at the time. I had to return to Bonhill Street to be assessed by Simon. Very quickly, the conversation turned to football, Altrincham FC and what my potential abilities might be like on a five-a-side pitch. I must have sold my non-existent skills well because he rubber-stamped my employment before he'd seen me kick a ball... which was just as well.

Having been an avid reader of the publication for 10 years up to that point, meeting Arron was a pretty big deal. And getting the chance to work alongside him was an even bigger deal.

Simon was someone you had to prove yourself to, journalistically. He was always encouraging and happy to guide and point any fresh-faced reporter in the right direction, but he wouldn't tell you more than once. Listen, take it onboard and put it into action. If you didn't, then he could be even more demanding in the future. That wasn't a lack of patience on his part, it was more the desire to make sure that Motoring News, as it was then, was the best it could possibly be each week.

Simon's deft use of the English language was always something to be admired, and he was probably more skilled in that department than the rest of the team put together. But there was also an accessibility to his writing, underpinned with a huge amount of knowledge and a good sprinkling of humour too.

There are so many memories of working with Simon and his utter dedication to the job. Trips to Le Mans with him in the late 1990s were always a fantastic adventure. A fluent French speaker, Simon did all of the communications on our behalf. This included negotiating a cheap rate for a hostel to sleep all of us journos and some photographers in one big dorm. Then, on the way home, he would divide up the expenses he had claimed in advance for hotel rooms for us all and we would each walk away with a tidy profit...

Arron had raced, and he proved himself



On the beat: Simon Arron hunting out a scoop

highly adept at it too. Those skills were always on display during the late-evening dash from La Sarthe to catch the ferry home in time for press day on Monday. His skills at opening up avenues to exit the track at super-quick speed among the backed-up French traffic were not for the easily spooked.

When I progressed to reporting on Formula 1 in 1998, I would mostly travel with Simon, who would be there when there was a Formula 3000 race on the bill too. Often, we would share a room, and Simon has never forgiven me for the time in Budapest when I didn't return to the room until 0500hrs on a Saturday morning after enjoying the city rather too much. Despite his attempts to wake me, which included turning my bed upside down with me still in it, he gave up and I missed my lift to the track...

But as a guiding hand in the F1 paddock, Simon was an invaluable resource with his depth of knowledge and his many hundreds



Friend of the stars: Arron and Button in 2004



Arron quizzes the Red Bull boss Christian Horner

of contacts throughout the sport. It is unknown how some of those relationships survived after his hilarious but utterly scathing F1 driver ratings, which became the stuff of Motorsport News legend.

After leaving MN, which he had joined in the early 1980s after submitting a photograph of a crash at Aintree that got published, he went on to work at Motor Sport, and the freedom of his role there was something he really enjoyed. It gave him licence to roam, and he was as happy in the British Touring Car Championship media room (where he was for the final BTCC rounds this season) as he was at a crisp, winter midweek test day at Mallory.

Simon certainly left a huge impression on Motorsport News (or, more accurately, Motoring News), and had built many strong and lasting friendships among colleagues, drivers and those within the industry. He will be sorely missed, and our thoughts are with his children Tom and Lucy.

"Simon made a huge impression on Motoring News during his time"

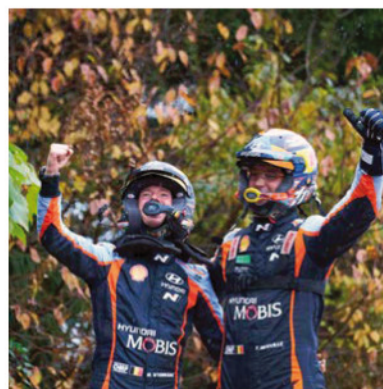
WRC REPORT: RALLY JAPAN

NEUVILLE SPOILS TOYOTA'S PARTY

Champion Toyota falls short on long-awaited home event, writes **Nick Garton**



Thierry Neuville ruined Toyota's homecoming



Wydaeghe and Neuville: joyous

RESULTS

World Rally Championship round 13/13

Event: Rally Japan Where: Toyota City When: November 10-13

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	2h43m 52.3s
2	Ott Tanak/Martin Jarveoja	Hyundai i20 N Rally1	+1m 11.1s
3	Takamoto Katsuta/Aaron Johnston	Toyota Yaris GR Rally1	+2m 11.3s
4	Sebastien Ogier/Benjamin Veillas	Toyota Yaris GR Rally1	+2m 23.6
5	Elfyn Evans/Scott Martin	Toyota Yaris GR Rally1	+4m 05.1s
6	Gus Greensmith/Jonas Andersson	Ford Puma Rally1	+4m 07.4s
7	Gregoire Munster/Louis Louka	Hyundai i20 N Rally2	+7m 50.8s
8	Teemu Suninen/Mikko Markkula	Hyundai i20 N Rally2	+8m 12.4s
9	Emil Lindholm/Reeta Hamalainen	Skoda Fabia R2 Evo	+8m 25.6s
10	Heikki Kovalainen/Sae Kitagawa	Skoda Fabia R2	+8m 59.8s

WRC2: Munster/Louka Final championship positions: 1. Roanpera 255; 2. Tanak 205; 3. Neuville 193; 4. Evans 134; 5. Katsuta 122; 6. Ogier 97; 7. Breen 84; 8. Sordo 59; 9. Lappi 58; 10. Greensmith 44 etc.



Breen slid into a barrier on SS4, which put him out of contention

The 2022 World Rally Championship came to a close with Rally Japan, where the series' two manufacturer-backed teams of Hyundai and Toyota came together for one final contest before the short close season.

There are some sporting fixtures where you just know that things are going to get feisty, given the history between the sides and their fans. United v Liverpool or Celtic v Rangers – the big derby matches.

But Korea v Japan makes that little lot look like squabbles at a children's tea party. So it was that when Thierry Neuville mischievously emphasised that he would "love" to win Rally Japan during the pre-event media sessions, he spoke not only as a rally driver, but also as captain of the Korean national WRC team.

To say that Toyota had the home ground advantage for Rally Japan would be doing the event an injustice. It was based, after all, in Toyota City.

With a dozen factories in the local

area producing everything from tiny components to complete cars, not to mention the firm's global HQ, pretty much everyone in the Aichi region keeps a roof over their head courtesy of Toyota.

Thus Rally Japan brought the locals out in force to cheer their heroes onward. They lined the roads and waved Toyota flags in the hope of seeing eight-time champion Sebastien Ogier, newly crowned Kalle Roanpera, Elfyn Evans and local man Takamoto Katsuta light up the countryside around them.

Things started brightly enough for Toyota on Thursday evening, with Ogier liberally sprinkling the stardust of an eight-time champion upon the event and going fastest on the short spectator stage.

Then came Friday morning, however, when another flat Pirelli tyre ruined Ogier's weekend, costing two and three-quarter minutes.

"Nothing special... no idea why, no idea where," the Frenchman sighed, as any hope of delivering this landmark win for Toyota evaporated. "There is no cuts so we just stay on the roads all the time. Not much we can do."

Ogier's problems were small fry compared to those of Dani Sordo, however, as the Spaniard's Hyundai self-immolated in spectacular style on the same stage. The Spaniard may possibly have been making his final WRC start and, after a subdued season in the team's third car, was eager to end 2022 on a high note.

Fate had other ideas, however. "The car started to smell [of] petrol a lot, the fire was coming between the seats and a lot of smoke so I stopped the car," Sordo reported after he and co-driver Candido Carrera successfully abandoned ship.

Later, the team diagnosed the fault to lie with the hybrid battery pack catching fire and igniting the fuel, which then set the composite bodywork alight.

Despite deploying plumbed-in extinguishers, emptying the crew's small handheld bottle and that of the following Gus Greensmith, who stopped to assist, their i20 burned to the ground while the stage was red-flagged.

After all this excitement was over, Toyota could be thankful for having two champions in the squad as Roanpera picked up the baton from Ogier, holding a

slender 1.5-second advantage over Neuville.

The next stage was abandoned due to the delays in clearing up the embers of Sordo's car, then on SS4 more drama followed, as M-Sport's Craig Breen sought to keep in the hunt.

Having held second overnight, the Irishman slid back to fifth after being caught behind Ogier's stricken Toyota.

In his eagerness get back on terms, however, Breen overshot and smote the Armco, breaking a driveshaft in the process and putting himself out of contention.

Worse was to follow, as a civilian car was allowed to enter the stage at an unattended junction and duly set off straight towards the oncoming rush of WRC2 cars. WRC3 runner-up Sami Pajari, driving for Toksport in WRC2, was confronted by the runaway car as he came over a blind crest, leaving the youngster shaken by the experience – but fortunately no other harm was done.

The stage was immediately red flagged and an FIA investigation found the Rally Japan organisers at fault. For WRC fans

around the world, staying up through the night to catch some action, it was a morning that will live in infamy, with two stages abandoned and one not even started.

Roanpera's lead did not long survive the mayhem, the World champion having already declared that bags of understeer and a smoky cockpit were making life a trifle difficult.

By the time that Friday's route ended, the Finn had dropped back into third place behind a pitched battle between his teammate Evans and Neuville's Hyundai at the top of the timesheets, with Ott Tanak's Hyundai heading a tussle with Katsuta



Katsuta: home town podium ace



This dramatic fire ruled Dani Sordo out of the event on what could be his last outing in the WRC's top-flight



Elfyn Evans said that he lost feeling with his Toyota Yaris before a puncture ruined his hopes of glory

and Greensmith behind the top three. Evans held the overnight lead, but on Saturday morning Neuville was harrying him. To even greater disappointment among Toyota's legion of fans, Roanperera then suffered a puncture on the first stage of the day, which sent him tumbling down the order. This promoted Tanak to third position, although the Estonian found little to cheer about. Having already quit the Hyundai team after three disappointing seasons, Tanak's demeanour in Japan was generally one of someone phoning it in just to make sure that his final salary cheque arrived. He spent Rally Japan going fast enough to profit from anyone else's misfortune without going out of his way to force the issue. Occasionally there were utterances about understeer, balance and a lack of rhythm to half-heartedly cover his tracks, but this was far from vintage Tanak. The rest of Saturday was equally moribund, with only Ogier, who had nothing to lose after his Friday drama, hitting the stages with real vigour. Roanperera was testing set-up changes

rather than pressing on, then lost two more minutes due to a wheel issue. Evans fell away from the pace on Saturday afternoon, handing Neuville the lead. Once again this season, Evans found himself coming up short and was mystified as to where the trouble lay. "I've lost the feeling with the front of the car a bit this afternoon," he offered. Time was running out for him to take the fight back to Neuville, all the more so when Saturday's penultimate stage was cancelled to reclaim time lost to the earlier dramas. Thus Neuville led the field back to the final overnight halt with just four stages remaining. Sunday morning put paid to any hopes of a Welsh fightback when Evans collected a puncture early into the first stage, leaving the Belgian with more than a minute in hand over Tanak to deliver a Hyundai 1-2 in Toyota City. Heavy rain made life tricky for allcomers, with Evans losing another two minutes due to the absence of appropriate rubber for the conditions. By that time, there was a general feeling that this was a rally to be finished as

quickly and quietly as possible. "To end with a victory and showing good speed all weekend is a great way to end the season," said Neuville as he crossed the line to claim honours in Japan for his Korean bosses. It is hard not to feel sorry for the fans who had waited a dozen years to see another top-class rally in the flesh. They also kept faith through Covid delay after Covid delay to finally see the WRC return to Japan with Toyota in its pomp. At least they could applaud Katsuta's third place finish, an emotional moment for the Toyota prodigy. Ogier and Evans followed him home, with Greensmith as the last man standing in the senior class holding sixth. Breen did what he could to make up for his disappointing weekend, winning both the penultimate stage and the bonus points-paying Powerstage. Finally, with some relief, it was time to pack for the long journey home. If Rally Japan is to mirror the success of the Japanese Grand Prix as a must-see event in the autumn calendar, then much work is needed before 2023.

Photos: mcklein-imagedatabase.com, Red Bull Content Pool

CREDIT WHERE IT IS DUE FOR GREENSMITH'S FORTITUDE

Like the 1970s crooner Roger Whittaker, Malcolm Wilson clearly doesn't believe in 'if' any more. In the Puma Rally1, his team have built a car that can contend for victory on every event... well, provided that Sebastien Loeb is driving it at least. Let's not forget, though, that Loeb retired a decade ago, and only graced the Puma Rally1 this season thanks to Red Bull's largesse. For the rest of the year, M-Sport is stuck with the best hand it can play and, by that measure, it is high time to praise Gus Greensmith. When the Mancunian arrived in the WRC, he did so amid such a torrent of abuse from within his own national rally community that he became snappy and defensive to everyone he encountered in the service park. A year with Chris Patterson alongside him put that right; revealing a witty and considered personality who became M-Sport's banker for scoring points in 2022. Anyone still griping about

Greensmith 'buying his way' to the WRC should look at the fortunes invested in the likes of Lewis Hamilton and Lando Norris before F1. With no apology needed, Greensmith has matured commendably on the big stage. What M-Sport lacks is a driver who can challenge Kalle Roanperera and Thierry Neuville every weekend. To achieve that, the Dovenby squad needs its genuine manufacturer status restored. When Ford's marketing types pulled the plug on rallying back in 2012, they laboured under the delusion that it was a premium brand. Since then they have thrown away their profitability on up-specing products that can't overcome badge snobbery, while cheap and cheerful alternatives from Korea and China have swamped their heartland market. Ford is denim, not couture. Ford is Oasis, not Vivaldi. And, above all else, Ford is rallying. It's time to bring the Blue Oval home.



The Blue Oval honour was upheld by Briton Gus Greensmith

LINDHOLM LANDS WRC2 TITLE

Finland celebrated a clean sweep of titles in 2022, as those of Kalle Roanperera/Jonne Halttunen in the main WRC and Lauri Joona/Enni Malkonen in WRC3 were joined by Emil Lindholm/Reeta Hamalainen who sealed the WRC2 crown in Japan. Season-long points leader and defending WRC2 champion Andreas Mikkelsen left his crown up for grabs after engine issues stymied the second half of his season. Having reached his maximum number of events, it was down to his Toksport team-mate Lindholm and triple European champion Kajetan Kajetanowicz to try and overhaul him in the final round. Kajetanowicz crashed out on the

Friday morning, leaving his Finnish rival a clear run to the finish. Lindholm and Hamalainen didn't have to push, but chose to get stuck into an enthralling battle with WRC2 debutant Sami Pajari and Formula 1 race-winner Heikki Kovalainen, making his WRC debut. The Hyundais of Gregoire Munster and Teemu Suninen scampered off to the head of the class but Lindholm – son of former WRC driver Sebastian and cousin of double champion Marcus Gronholm – finished third, sealing the title. "We've had troubles and difficult times but I am so grateful to the people who continued to support us," he said.



Third place was enough for the crown for Emil Lindholm

MN AWARDS 2022

THE MOTORSPORT NEWS AWARDS: THE STAND-OUT PERFORMERS OF 2022 SET TO BE RECOGNISED

It is that time of year: we are on the hunt for your favourite of the season just gone. By **Matt James**



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote

The racing and rally engines are on the verge of being switched off for the winter, and there are some golden memories from the last few months to reflect on. And that is exactly why the Motorsport News Awards are here.

We need your help as we aim to select our National Racing Driver of the Year and the National Rally Driver of the Year.

Check out the nominations on this page and it is simple to vote: simply head to our fastcar website and make your voice heard. Details of how to do this are in the panel above.

The other six winners will be chosen by MN's panel of experts. You can see the shortlists in the sidebar on this page. The results and the winners will be revealed in our December 1 issue.

RACING DRIVER OF THE YEAR - THE SHORTLIST

1 Tom Ingram
British Touring Car champion

2 Ash Sutton
British Touring Car runner-up

3 Jake Hill
British Touring Car Championship, third

4 Ian Loggie
British GT title winner

5 Luke Browning
GB3 champion

6 Alex Dunne
British F4 champion

7 Kiern Jewiss
Porsche Carrera Cup GB champion

8 Sam Weller
Mini Challenge UK title winner

9 James Kellett
Ginetta GT4 Supercup champion

10 Sennan Fielding
British GT4 champion



RALLY DRIVER OF THE YEAR



1 Osian Pryce
British Rally Championship winner

2 Keith Cronin
British Rally Championship frontrunner

3 Elliot Payne
BTRDA Rally Series champion

4 David Henderson
Winner in Scotland and on BTRDA events

5 David Bogie
Serial rallying winner in Scotland

6 Neil Roskell
MN Circuit Rally winner, second in Asphalt series

7 Matthew Hirst
Welsh Rally champion, BTRDA runner-up

8 Josh Moffett
Irish Tarmac champion

9 Steve Wood
Asphalt Rally champion

10 Josh Payton
MN Circuit series frontrunner

1 RISING STAR OF THE YEAR



- Alex Dunne
- Josh Rowledge
- Will MacIntyre
- Eamonn Kelly
- Elliot Payne
- Luke Browning
- Patrick O'Donovan
- Jamie Day

2 HISTORICS DRIVER OF THE YEAR



- Samuel Harrison
- Julian Thomas
- Tom Bradshaw
- Henri Grehan
- Benn Simms
- Matt Edwards
- Ben Mitchell
- Matt Wrigley

3 SPORTING SCENE DRIVER



- Wallace Menzies
- Alex Summers
- Rob McDonald
- Charlie Sworder
- Patrick O'Donovan
- Charlie Guinchard
- Matthew Ryder
- Carl Waller-Barrett

4 TEAM OF THE YEAR



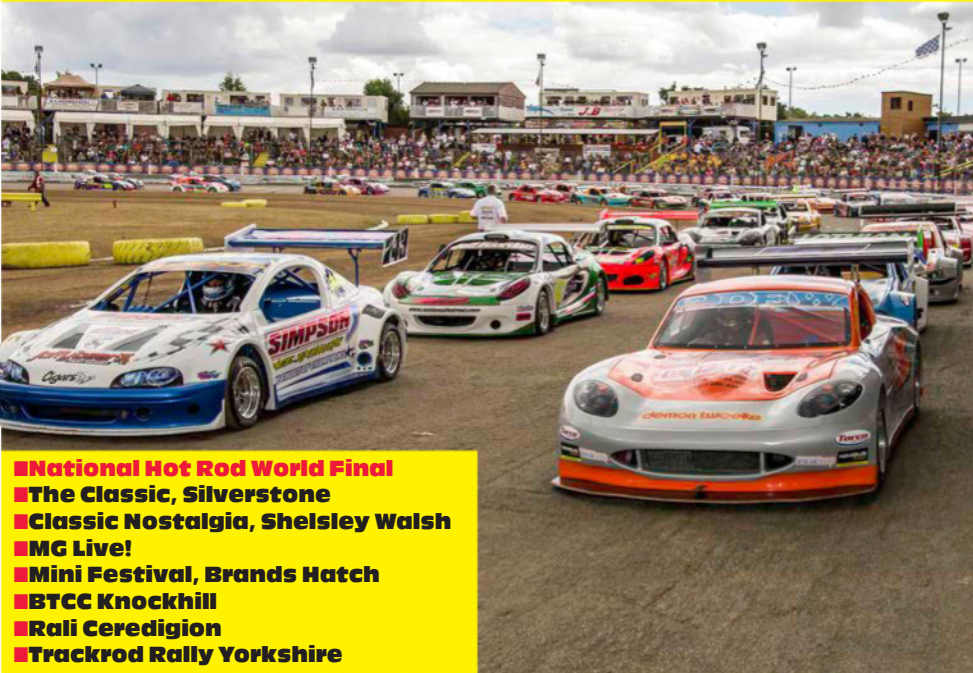
- RAM Racing
- Hitech Grand Prix
- Team Brit
- Fortec Motorsports
- Enduro Motorsport
- Excelr8 Motorsport
- OC Racing
- Rallysport

5 SERIES OF THE YEAR



- BTRDA Rally Series
- Historic Formula Ford 2000
- Masters Gentlemen Drivers
- GB3
- CityCar Cup
- Junior Saloon Car Championship
- BTCC
- British GT

6 EVENT OF THE YEAR



- National Hot Rod World Final
- The Classic, Silverstone
- Classic Nostalgia, Shelsley Walsh
- MG Live!
- Mini Festival, Brands Hatch
- BTCC Knockhill
- Rali Ceredigion
- Trackrod Rally Yorkshire

FEATURE

TONY MASON:

HALF A CENTURY AFTER A LANDMARK VICTORY

Paul Lawrence posed the questions to the larger-than-life character about motorsport and TV and his victory on the 1972 RAC Rally alongside Roger Clark



Calling the shots:
a young Mason

Onlookers could say that Tony Mason has had a charmed life. Growing up in rural Lancashire, as a youngster he was accidentally exposed to rallying and very quickly became hooked on the sport.

He became a noted national co-driver through the 1960s and was ideally placed when Ford needed someone to sit alongside Roger Clark on the 1972 RAC Rally. They went on to win the rally, which was the first time that a British crew had won the event since its move into forest stages, breaking the Scandinavian stranglehold in the process.

That landmark victory catapulted Mason into a new career. First as a rally manager at Ford and later as a TV interviewer and presenter across a long career, which included 15 years on BBC's *Top Gear*. He enjoyed further success as a co-driver, before retiring to concentrate on his career. He now lives in quiet retirement in rural Monmouthshire but is always happy to talk about his remarkable life in rallying.

Question: When did you first see a rally?

Sue Roberts

Via email

Tony Mason: "The first of my life-changing moments came in 1951, when I was 10, and the third Monte Carlo Rally after the War took place. Our road joined the main A6 between Carnforth and Lancaster and it became known that the cars starting from Glasgow on the route to Monte Carlo would pass the end of our road.

"I didn't know what a rally was but my mum thought that I would enjoy it so took me to see the cars going by early one evening. I was completely captivated by these amazing cars coming past at regular intervals among the trundling trucks.

"The rally cars were Rileys, MGs, Jowetts, Austins, Sunbeam Talbots, Hillmans and Jaguars. But not only that, they had roof racks carrying shovels and spare wheels and most had three people in each car wearing wartime leather jackets. Most importantly, they had huge numbers on the door, and extra spotlights. We stayed for two hours and my poor mother must have been frozen. But I would not go home, even though my dad's dinner had not been cooked."

Question: What got you hooked on the sport of rallying?

Brian Jacobs

Via email

TM: "My proper introduction to rallying

Photos: Motorsport Images, mcklien-imagedatabase.com



The dream team:
Clark and Mason

came through a friend who lived in our village called Leslie Rigg, who I didn't realise at the time was a rally enthusiast and chairman of Morecambe Car Club. One night, he invited me to join him and his wife Marian to go marshalling on a local rally and I jumped at the chance. We were on a lonely moorland road on the southern edge of the Lake District and waited for the cars to arrive. About 10 minutes after the first car was due all hell broke loose when two Triumph TR3s appeared at once. Both had a battery of blinding lights on the front and stopped at our control with engines revving.

"Although I was a bit flustered by our marshalling duties, I experienced one of those magical moments that seemed to occur in life from time to time. The sight and sound of the rally cars thrilled me beyond belief. But there was another ingredient to consider: the smell of a hot oil engine together with exhaust fumes and steaming mud, not to mention cow shit, on the hot exhaust pipe was quite a cocktail. I inhaled it and knew instantly

that I was hooked. It was like a drug. At that moment I knew that I wanted to go rallying more than anything else in the world."

Question: What was the story of ending up in the lake at Woburn?

Phil Jenkins

Via email

TM: "That was one of the most dramatic incidents I ever experienced on a rally and it was on the 1971 RAC Rally. I was in a Ford Escort, car number 60, alongside Peter Clarke from Yorkshire, who was one of the top national drivers of the time. We were doing quite well in the early stages and went into the spectator stage at Woburn Park with some concerns about the gearbox. We went into a long, fast left hander and I was aware of Peter's feet doing a bit of ballet dancing on the pedals with some frantic gear changing as the gearbox baulked at going into third. I looked up and there was a huge crowd of spectators to the right, a huge oak tree to the left, and alarmingly a vast lake immediately ahead of us. We slipped off the Tarmac and skidded straight over the wet grass and straight into the lake.

"I'd very nearly drowned in Lake Windermere as a child and had barely been able to swim at all until my late teens so I've always had a fear of water. I had my door open before we even hit the water and as the car began to sink I could feel the ice-cold muddy water creeping up to my waist. At that point, I remembered the wild animals in the safari park and had the rather irrational fear that something nasty might be lurking in the murky depths. That got me climbing out of the car very quickly and onto the roof, still clutching my precious Ordnance Survey maps and my rally road book, desperate to stay out

continued on page 24



An early push was enough for Roger Clark and Tony Mason to write headlines on RAC Rally in 1972

"We went off and we ended up right in a lake..."

Tony Mason

FEATURE

of the reach of any advancing crocodiles. “I stopped there shivering on top of the half-submerged Escort. But I could never have imagined that this would be a positive turning point in my life. However, the whole incident had been filmed by a TV company and it was featured on television that night and made all the national newspapers. Significantly, the footage was seen and greatly enjoyed by Ford’s director of motorsport, Stuart Turner. He wrote to tell me that he still hadn’t stopped laughing, and that Ford was delighted because it achieved much greater press and TV coverage than Saab who had gone on to win the rally. “Within a few months, I was co-driving in the works Ford team and got the chance to win the RAC Rally the following year with Roger Clark. That was an achievement that completely changed my life and in time led to my career in television, which included a 15-year term as a presenter on BBC TV’s Top Gear.”

Question: How well did you get on with Roger Clark?
John Summers
Via email

TM: “Roger and I got on very well indeed but I hadn’t done a lot of co-driving for him before the 1972 RAC Rally. Jim Porter was his regular co-driver on events in Britain and abroad but I did my first rally with Roger earlier in 1972, which was the Seven Dales Rally in Yorkshire. “It was quite a big, long event over two or three days and I did it with Roger. And we sort of clicked as a partnership, which was the main thing. Basically, he wasn’t a gregarious person, and he wasn’t the life and soul of the party. He became very popular and welcomed everywhere. But in those days, he was just a very quiet guy with his family and his garages. But we clicked and got on extremely well. And of course, we won the Seven Dales by a tremendous amount. I can’t remember how many minutes. But normally, in national and restricted rallies, there were only seconds in it. “That was the beginning and my first event with him. And then because Jim Porter took over the organisation of the RAC Rally, it left a vacancy. So I was recruited. We didn’t make any phenomenal preparations. I went up to his house, and we went out around the lanes a little bit, and so on. I told him what I’d be saying and doing and we just got on very well socially. So I became a regular visitor to his house prior to the RAC Rally, not discussing the rally, really, but just getting to know him better, which is vital on an event like that.”

Question: What was Roger actually like?
Simon Astley
Via email
TM: “He was really a Jekyll-and-Hyde type of character. He was very quiet and a sort of gentle person and wasn’t too gregarious, and not a great chatterer and



the press didn’t really like talking to him. But we clicked and probably were very opposite. In the months leading up to the rally, I made sure we got to know each other better. But in the car, he was a different character and he was ferociously competitive. He was brave and talented. And when he put the seatbelts on, he completely changed from Jekyll to Hyde. But you felt it was a very safe ride with Roger. “I had been coming up through restricted and national rallies and the Motoring News Rally Championship and all that. Roger really wasn’t part of that scene. He did the odd events but didn’t do the championship properly. I think he did some of the Motoring News championship rounds. I may be wrong, but I think he was in a Minivan. It could have been a Mini Cooper S. He avoided crowds and people but he used to enjoy socialising and enjoy being in the bar as we all did in those days. So it was a different world. “However, when we started a special stage, his horns come out of his head and he just drove in a different way. And you could tell that he was a brilliant driver. Stuart Turner was the big boss of Ford then and I think Stuart was instrumental in

suggesting I went with Roger on the RAC. I mean, I wasn’t the best rally co-driver in the era in the championship by a long way. I’m not altogether sure how I suddenly ended up being in the list of likely candidates, if there were others, if they were looking to recruit somebody for the RAC Rally, which is a pretty important event for him to do. “I think it was because we had a rapport socially. Because you know, for five days, you’re in a confined space with this person, you’ve got to get on with them. If you don’t, it’s not going to work. You have to have virtually the same relationship as a husband and wife. You’ve got to be thinking ahead of them and guiding them a bit like a mother hen and making sure that they’re happy.” **Question: What do you remember of the 1972 RAC Rally?**
Janet Doyle
Via email
TM: “To start off, we didn’t know we were leading over the first few stages where we were quite quick. They were Tarmac stages in Yorkshire. He was just very neat and very careful and very sensible. The Great Orme was the third or fourth stage. And I’ve never been as

fast in my life. We were within two inches of the stone walls and I’ve looked over that wall and it’s a long way down. “My wife’s parents lived at Deganwy, which is at the end of the Great Orme road. And we went there one afternoon, and I went out and I went round it at least 50 times. I can’t remember if I made notes. But I committed 99% of it to memory including where the kerbs were, where there was a pavement for pedestrians and so on. And the edge of the kerb was rounded and it was only two inches deep. So with our racing tyres, we could just ignore the kerb and cut across them. We got to within inches of the wall that was protecting us from the ocean. But that was where we were quite a long way ahead of anyone else. “That put us in a good frame of mind to go into Wales because we were actually leading the rally. They put the results on a board in a restaurant in mid Wales and everyone was highly amused that we were leading with all the Finns and Swedes behind us. Everybody considered that a completely ridiculous state of affairs because ever since the event had moved into the forests, the Scandinavians had dominated it. “I thought because I was in the works

car, it was a good position to be in and we must have a fair chance of doing well and being up in the top three or four or something. But to go and win, that was a tall order against the opposition. So I really didn’t expect to win at that point. But it was such a long event compared to the normal Saturday night rallies I’d been doing. Obviously, I was a lot younger then and I’d been used to doing a lot of road events at night so I had a good energy and stamina and I’d done five or six RAC Rallies before that. “I think my first RAC was actually in the early 1960s. So I’d done quite a few of them. When we came out of Yorkshire and we were still leading, I certainly thought then that we had a chance of doing well. Roger was a very tidy driver and a very intelligent driver, but also very fast. Stig Blomqvist who had previously won it, of course, had a couple of misdemeanours, and lost the lead. “But Roger was taking the right attitude and not doing anything stupid and not getting excited and not getting carried away with it. He liked the fans coming and signing autographs, but he didn’t really enjoy it. But he was very good company and I had some wonderful times with him over the years. But when he was rallying, he was quite reticent.” **MN:** How much did you drive on the road sections?
TM: “I had my own Mini Cooper S and I used to compete on events with Morecambe Car Club, where I eventually became chairman and then president. On the 1972 RAC Rally, Roger got me to drive a lot. He liked me driving. Just in my own car, I’d done a few rallies and some autotests. But I’d never driven in a big rally. But it suited Roger for me to drive on the road sections. So I was driving and navigating on the longer road sections while Roger went to sleep. He obviously trusted my driving and then, when he got to a stage start, he was fresh to go again.” **MN:** Isn’t there a story that it nearly all



“We didn’t know we were first, but knew we were quick”

Tony Mason



Clark and Mason were second on 1975 RAC

went wrong on the stages in Scotland?

TM: “Yes, we got to one stage in Scotland, and the [stage direction] arrows were down. Suddenly, it was all going pear shaped for us. Everyone was completely confused and there were cars coming in all directions. At the time, I panicked and I thought this is it, we are in trouble.

“We came to a fork and I didn’t see any arrows and I didn’t know which way to go. I thought it was the end of my dream and it was going to be my mistake. I’m going to throw the result away where we been on the front page of the papers all week. This was towards the end of the rally and now I was going ruin it. You can’t imagine how I felt until I saw another car and then we found another car. So I told Roger to block them in thinking that if it became a complete shambles, then they will cancel the stage and that’s what I had to pray for.

“Through Wales and up into Scotland, we’d had a very peaceful and enjoyable drive. Everything had gone like clockwork, and suddenly it was all falling apart. I could have had a heart attack! Even now, nobody quite knows why everything went wrong. But probably some idiots went into the forest and took the arrows down. That was the only one point where I thought it had gone awry. I was completely convinced that it would be the end of all my rallying and I would have to go and get a job in a bank.”

Question: What information were you able to give to Roger?

Dale Brown

Via email

TM: “On the RAC we didn’t have pacenotes or anything like that. We turned up at the stage start and you had as much information as anyone. All I could tell him was what I could glean from the map. But from all my road rallying days, I was pretty adept at reading the maps and I had a map magnifier and I could see the nature of the roads. I did do a bit of looking around in the woods, though it was very

illegal. If I was going down to South Wales, I would give somebody a ring and we’d meet for a drink and then he’d take me off into the woods for a look around and pick out the tricky corners.”

Question: What was it like at the end of the rally?

Steve James

Via email

TM: “We had another big scare on the final run into the finish in York. We went from Kendal and then across a B road over into Yorkshire, which I was very familiar with from all my earlier rallying. I was driving, of course, because Roger was probably asleep.

“Even at the end of the stage when I was still checking the times from the marshals I could hear him getting out of the car and coming around to my side to get in to go to sleep. But I had been to Boreham and driven Escorts on the test tracks.

“Anyway, I was driving on the last road section and suddenly the steering felt a bit stiff and wasn’t good. So we stopped and the wheel bearing had failed. In another five miles the bearing would have collapsed completely, if it would have been heart-breaking if that we had retired at that point.

“Andrew Cowan was in the one of the works Escorts and when he retired, which was quite early in Wales, he was assigned by Stuart Turner to be the mother hen and look after us. So he used to follow us on road sections and just shepherd us along. He kept to his word and after about five minutes, looking at the wheel bearing, Andrew, turned up. We took the wheel bearing off Andrew’s car and left that in the lay-by.

“I had been constantly calculating the time required to get back to York and keeping a close eye on the clock while Andrew and Roger worked on the car. I wasn’t frantically worried but was very relieved when Andrew and Roger lowered the car off the jack. Roger strapped

himself in I just told him to go like hell. We were lucky not to get caught by the police as he sped through built-up areas or overtook lines of traffic. On the outskirts of York we did encounter flashing blue lights and I must admit, I thought this was a bitter end of our great trip. We pulled up behind the blue lights in another lay-by and suddenly realised from the beaming faces of the two police motorbike riders that they had been sent to wait for us and to give us a police escort through the streets of York to the finish of the racecourse.

“‘Where the hell have you been Roger,’ said one of the riders in a strong Yorkshire accent. We only had a few minutes in hand to get to the racecourse and so these two splendid men told us to follow them and shot off down the road. They took us through red traffic lights and down short cuts and we arrived with only five minutes to spare. It was a near thing. And apparently, we’d caused chaos at the rally headquarters in the Station Hotel and at the finish because no-one, including Ford, knew where we were. As long as I live, I shall never forget the glorious clunk as we drove on to the wooden finish ramp. Photographers flash bulbs were blinding and the noise of the cheering was deafening. I passed my timecard to the marshal, making sure he signed it and entered our correct time of arrival, as silly mistakes have been made among the euphoria of rally finishes, and then it hit me: we had won the RAC Rally of Great Britain, an ambition of both Roger’s and mine. And we had beaten the great team of Stig Blomqvist and Arne Hertz by a splendid 3m25s.

“We clambered onto the roof for the usual photographs. We’re given a massive bottle of champagne which Roger opened before spraying the crowd, most of the officials, many photographers and me.

“We got down off the roof by sliding off the front and in doing so Roger managed to rip a large hole in the seat of his overalls as he caught the bonnet pin. We all thought

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Roger Clark and Tony Mason built up a formidable relationship

FEATURE



Clark and Mason were involved in the 1973 Tour of Britain event



Mason rallied alongside butcher Robert Lamb in 1962

that was highly amusing. We were interviewed incessantly by dozens of TV, radio and press people."

Question: How did you then move into TV broadcasting?

Sarah Douglas

Via email

TM: "I've always been interested in show business and so when the TV cameras came along it was a good fit for me. They didn't interview Roger so much because it would have been hard work.

"Interviewing me was the easier option for them. I even did a short time as a stand-up comedian. I was compering a show in Morecambe and ended up doing five or 10 minutes of stand up but I don't think I was good enough. Ken Dodd became a good friend and he was just the greatest ever performer and he was a very, very nice guy and I used to go backstage after his shows and chat with him. Then he used to watch me on television. Ken once told me that I was very good, but to put a little more smile in my voice. So then every time when I was filming before I started I used to think of Ken.

"I think the best-ever interview I did was with Ross Dunkerton in Australia. He was brilliant and he was like Crocodile Dundee. I actually went out to Australia and did a lot of chat shows out there. Terry Wogan took some of his stuff into Australia and I appeared on his show when I was hit by the big snowball on the Monte Carlo Rally.

"Once I went out to Australia for one Saturday evening show. I arrived at 1500hrs, did the Saturday evening show live and then got a plane home at 0400hrs.

"Apart from rallying, the other big thing for me was showbiz and television and that came as well. I worked hard to get on. I think I've been to about 125 countries and done TV in quite a lot of them. I went to the Hong Kong Motor Club to do a dinner dance and that was only a two-day trip!"

MN: What about the snowball incident?

TM: "The famous snowball incident was

on the Col de Turini on the Monte Carlo Rally. There are huge crowds on the mountains, thousands and thousands of people and I was doing a piece to camera. Suddenly, of course, it happened just at the perfect time. I was just getting towards the end of the piece and then the snowball hit me in the side of the head. It was shown just about everywhere all over the world, even in Japan. I did make something of a career I to being hit by snowball."

Question: Who was the best driver you sat with?

George Jackson

Via Facebook

TM: "The best driver I ever sat with has to be Roger Clark. I'd been with some other very good people and I did a rally with Hannu Mikkola, who was a good friend. Those two were at the top of the tree.

When I used to go to Finland, I'd stay at his house and he was an exceptional driver. Once, when I stayed at his house with him and his wife, we went out one night to a lovely nightclub in Helsinki. The cabaret was on and when it finished the four people from the group came down to sat with Hannu and it was actually Abba.

"Probably my whole life became a bit devoted to rallying and by sheer good luck got I got to the top. We came second three times on the RAC when the new Escort Mk2 came out."

MN: Who was the most unlikely driver you co-drove for?

TM: "I was once asked to co-drive for HRH Prince Michael of Kent, who had shown some interest in rallying after being a successful bobsleigh rider. This was a real honour for me as I had not previously mixed in royal circles. It was arranged that we would drive an Escort Mexico on the 1974 Seven Dales Rally, which I'd won two years earlier with Roger when I first joined Ford. Prince Michael came to Boreham to try the car and meet me, or perhaps the correct royal protocol should probably be that I was presented to him. He was aware of my RAC Rally win and when he telephoned me before the event, he would announce 'this is your driver



Posing the questions to Gwyndaf Evans in 1989

speaking'. We got on well and were having a reasonably good run on the various airfield stages.

"But I noticed on one stage that Prince Michael was leaning to the right and groping about in the footwell with his right hand. I couldn't imagine what he was doing, but I soon found out. 'I'm sorry about that, Tony,' he told me. 'My tin of cigars became stuck under the accelerator.' We put in some respectable times through the Yorkshire forests until dawn when a deceptive junction on the Tarmac bit of a forest stage caught him out. I shouted left, the car went right and then left and the next thing I knew the car was on its roof. This was new experience for the prince and I won't tell you the language he used but I can confirm that royalty uses the same language as us peasants. Incidentally, climbing out of the tangle, I inadvertently managed to stand on the prince's head."

MN: Were you involved in the 1974 Tour of Britain?

TM: "Yes! In 1973 Stuart Turner offered me a job as rally manager for Ford at Boreham. One of the most memorable events I was involved in was the 1974 Tour of Britain, when it was decided that Ford would enter two Escort Mk1 RS2000s, one for Roger Clark and Jim Porter. But we needed someone to drive the other one.

"I came up with the idea of asking Gerry Marshall, because I'd been at a celebrity race meeting at Brands Hatch and had bumped into Gerry. I'd asked him if he was entering Tour of Britain. And he said no, Vauxhall was not giving him a car as it was not in his contract. His contract with Vauxhall was for racing and the people of Vauxhall considered the Tour of Britain a rally. So I asked him if he'd be allowed to drive an Escort? And he said: 'Yes, that'll show them.'

"So we put him with Paul White, a young navigator from Bristol, who had won the previous year's Mexico Rally Championship as a co-driver. The outcome was amazing and the two Escorts were first and second on virtually every stage of the event. Marshall took to the rally stages in various parks and stately homes like a duck to water. But Roger was no mean racing driver and was determined not to let Gerry get ahead on the tracks, and they finished most races within inches of each other.

"In the night race at Snetterton, Roger pulled a fantastic trick. He was closely following Gerry when he turned all his lights out, which confused Gerry who assumed Roger had gone off and slowed a fraction. At that point Roger pulled alongside his team-mate, put his lights back on and took the chequered flag."

Question: Who else did you co-drive for on the RAC Rally?

Eric Hastings Via Facebook

TM: "I did the 1966 RAC with Roy Mapple from Blackpool. He was a panel beater by profession, which is quite a good thing for a rally driver. He was quite a large sort of guy and his car was known as the orange box because of its colour and it was very well known up in the Lake District. He used to laugh loudly and chuckle when he was driving. He was quite a comedian and a really nice guy.

"Going back even earlier, I did some events with Robert Lamb. He was a local butcher in Lancaster and he was a very good northern rally driver with a Sunbeam Rapier. But because of his work Saturday was his busiest day and he couldn't do rallies on a Saturday. He supplied meat to all the big restaurants in the Lake District. He always liked a big car and he had Sunbeam Rapiers and then he moved on to a Humber Sceptre when they brought that out, but it never became a rally car. But he was a very competent road rally driver. Sadly, he died two or three years ago I think."

Question: Apart from winning the RAC Rally in 1972, do you have any other claim to fame?

Dawn Brodie Vis email

TM: "Probably my unique claim to fame in motorsport history is that I believe I'm the only competitor ever to have been run over by his own car during a major international rally.

"It was humiliating and extremely painful and came as a last straw in a series of disasters on the Total Rally in Africa. I was co driving for Roger in an Escort that we had sent out to be run by Ford in South Africa. The rally started in Pretoria with a full day of daylight stages, then a second day and then and then a final day with the event mostly run through forests, but it also featured one Mickey Mouse stage in the grounds of an open air cinema in Pretoria. The stages were long and very dusty, with soft and dry red soil everywhere that was easily stirred up into an impenetrable fog.

"Darkness falls very quickly in Africa, with very little twilight time and at the end of the second day it suddenly became pitch black. Then it started raining very heavily, and driving became a real struggle. We slipped to fifth or sixth place as the route climbed through the biggest forest in the world and took us over the border into Swaziland. All the dust had a bad effect on the clutch, which started to slip and then gave out altogether. A new one could be fitted by the Ford South African mechanics at the next service, but that was over an hour away.

"With difficult muddy tracks to be negotiated, Roger had to resort to changing gear without using the clutch. But this gave us a problem at the controls where we had to check in and we developed a system whereby Roger would slow down into first gear and crawl as slowly as possible on the approach to the control, allowing me to get out from the left-hand-drive car and run to the control in the slippery mud before running back to the still moving Escort escort and jumping in again.

"My downfall came at one of these controls when I slipped in the mud as

I was opening the door to get back in and slid under the car. Roger thought I was half in and didn't want to waste any time. So he accelerated and the rear wheel ran over me, breaking bones in my foot and also injuring my leg and my wrist. At first Roger thought he'd simply ran over a rock and accelerated even harder, leaving me lying in the mud for which I never did forgive him.

"We managed to carry on through a few more controls, with me now hopping in and out of the car on one leg as torrential rain continued to bucket down. But the pain in my foot and ankle soon became so intense that we had to retire and Roger drove me to the nearest hospital which was in a small Swaziland town.

"It was a very primitive establishment in among a lot of strange tropical plants and trees that had very basic facilities, and I was worried that the local witch doctor would chop my leg off. In fact, the doctor carried out temporary repairs and strapped up my ankle and leg. We then drove on to Johannesburg where I received further treatment and crutches for the long journey back to England. That was not one of my more glorious homecomings."

Question: Weren't you also an Motorsport News reporter in your early rallying days?

Ben Lawrence Via email

TM: "Motorsport News is still my bible, and I still get it every week. Moving down here to Monmouthshire I was quite concerned about getting a copy, but we have everybody standing by. The woman who works in the little post office in Raglan gets it and gives it to her husband and somehow it gets to me.

"I'd always been a great publicist and I enjoyed the publicity from motorsport. I thought the best way of getting my name in the paper was to write the report itself, and then all of a quick drivers wanted to get to know me because they wanted me to say nice things in the paper." ■

"I co-drove for Prince Michael of Kent as well"

Tony Mason



Roy Mapple was Mason's driver in 1966

BRC REVIEW



Pryce finally reached for the stars in 2022

WHY THE 2022 BRITISH RALLY TITLE MEANS SO MUCH TO OSIAN PRYCE

Luke Barry spoke to new British Rally champion after he finally got the job done in 2022

It had been a long road getting there, littered with near misses and mistakes. In 2013, although he won three events on the bounce, the charge came too late. In 2014 there was that fateful strike of a kerb that broke his suspension and his title dream. And in 2021, a slippery square junction put paid to a tense battle for honours on the penultimate stage – placing the dream on ice yet again. But, in 2022, there were no near misses. There were no mistakes. Three times the British Rally Championship bridesmaid, this year is the year Osian Pryce finally became a title winner. “We’ve tried so many times and failed,” he says. “Three times second, it would’ve been tough to go the fourth time. Just to have that title, nobody remembers how many times you finish second but even if you have one title people remember it and nobody can ever take that away. If I won it seven times, I probably wouldn’t

appreciate it as much as my first time as that’s the one that you want. As Howard Davies said to me ‘you’re in the elite club now, you’ve made it.’ It’s a tick in the box and when people like that sum it up, it’s pretty special.” Tendingr & Clacton Rally in late April offered Pryce and co-driver Noel O’Sullivan their first chance to atone for that embarrassing crawl through an Ulster field five months earlier. But some stiff competition stood in their way in the form of four-time British champion Keith Cronin who’d made the switch from Fiesta to Polo power, matching Pryce. Cronin led most of the way, but a late charge from Pryce ensured round one belonged to the Welshman. The Jim Clark was unquestionably Cronin’s though. Quickest on the opener, it was stage two that ultimately swung it. Pryce punctured at the very end and drove on with the deflated rubber on a road section, but that violated event regulations and he was excluded. Cronin cruised to a first BRC win in five years. But Pryce’s

bounce back was absolute. Frustrated by the events of round two and on his 100th ever rally start, Pryce led the Nicky Grist Stages from start to finish to complete his redemption. By now an alternating pattern was beginning to emerge. Pryce; Cronin; Pryce – and Cronin kept the run going on the Grampian. Four rounds in, three to go and with two dropped scores permitted, things were dead level. But then Rali Ceredigion happened. A problem with his pop-off valve metaphorically tied Pryce’s hands, so Cronin had a chance in his rival’s backyard. But a nasty accident put him out the rally and severely on the backfoot heading to Trackrod Rally Yorkshire where a win for Pryce would secure him the title. But knowing he could fall back on the Cambrian Rally if needed, Pryce was – perhaps ironically – the most relaxed he’d been all season in Yorkshire. “I just felt at one, at ease and everything was just happening,” he remembers. “I think I’d sort of put it in my mind if it’s

not going to happen it’s not meant to be. So I didn’t try to drive out of my skin, I didn’t try to push a stupid amount, I just used my head, did what was needed and didn’t get too stressed about it.” Establishing a lead on the dark Dalby test, that’s exactly what Pryce managed – controlling the event to convert those childhood dreams into tangible lifelong memories. And best of all, all of his close

family and friends were there to witness the crowing moment. Describing just how that felt proves difficult. “It was a bit strange to be honest,” Pryce admits. “I didn’t really know what it would feel like, it felt so surreal, and when somebody’s chatting to you, you get emotional – well I get emotional anyway – because of all the hard work that’s been put into it, it’s such a



Cronin took two wins in 2022

“The title still hasn’t fully sunk in yet”

Osian Pryce

ROUND-BY-ROUND



1 Rally Tendingr & Clacton
Where: Clacton, Essex **When:** April 23-24
1 Osian Pryce/Noel O’Sullivan (VW Polo GTI R5)
2 Keith Cronin/Mikie Galvin (VW Polo GTI R5)
3 James Williams/Dai Roberts (Hyundai i20 R5)

After leading over the opening two legs of the event, Keith Cronin seemed like a shoo-in for victory, but a late charge from Osian Pryce took him to top spot in the dying throes of the closed-road rally after set-up tweaks to his machine. Third place went to James Williams in his Hyundai i20 after overcoming technical issues.

2 Jim Clark Stages
Where: Duns, Scotland **When:** May 27-28
1 Keith Cronin/Mikie Galvin (VW Polo GTI R5)
2 James Williams/Dai Roberts (Hyundai i20 R5)
3 Garry Pearson/Dale Furniss (Ford Fiesta Rally2)
Keith Cronin delivered his first British Rally Championship win since 2017 with a commanding victory on the Tarmac in Scotland. Osian Pryce had been keeping up the pressure early on before he was excluded for not stopping to change a puncture on a road section. Garry Pearson lost out in a tight battle with James Williams for the second step on the podium.



3 Nicky Grist Stages
Where: Bwlth Wells, Wales **When:** July 9
1 Osian Pryce/Noel O’Sullivan (VW Polo GTI R5)
2 Keith Cronin/Mikie Galvin (VW Polo GTI R5)
3 Jason Pritchard/Phil Clarke (VW Polo GTI R5)
Osian Pryce wanted to celebrate his

landmark 100th rally with success in Wales, and he managed it. The Volkswagen driver was on the pace from the outset. It was nip-and-tuck between the Polo man and Keith Cronin in the early stages and Pryce even overcame a scare with a last-stage puncture. Third place went to Jason Pritchard, who set the fastest time on the final stage in his Polo.



relief. You sort of have to think about it afterwards, and it still hasn't really sunk in and I don't think it will for a very long time. When that penny drops, it'll be like 'flipping heck'. I haven't yet woken up properly and thought 'hang on a minute, this is something I've done for so many years and tried and failed and finally got it.'

"When you say it: 'Osian Pryce, British Rally champion,' it's stuff like that that gives you goosebumps. It has taken me by surprise because I've won rallies before and you know what that feels like, but this has been very, very surreal really. That's the best word I can use."

Little wonder, given how deep Pryce has dug to achieve it. He says: "It's been a lifelong ambition to achieve it and I've been so focused for so many years to try and get that box ticked and people have said 'no go and do something else' but I've stuck to my guns and said 'no I am going to do it, I want that title'. Nowadays it doesn't lead you onto anywhere being realistic, it sounds a bit brutal but it's not going to give me a factory drive."

"But I've got that title, it doesn't matter if your name's Gwyndaf Evans, Colin McRae, I've got one of them as well and that's why I wanted that."

Nobody can say Pryce didn't deserve it, particularly given how well he drove in 2022. Never finishing off the podium, Pryce won twice as many rallies as anybody else and shared the most stage wins with Cronin. He's convinced it's the best he's ever driven. "In motorsport to have a season that's quite consistent: podium every rally, four wins out of six, it doesn't happen that often because there's always ups and downs in motorsport," he explains.

And a lot of that is rooted in gains made both in and out of the car. Changes made in his personal life this year have made him far more relaxed. "When you're at this level you've got to surround yourself with the right people and if there's one bad egg then it ruins it for everyone," he says. "OK it's ultimately me driving the car but rallying's a mental game as much as it's a physical game and so on and last year I

was thinking of stuff I didn't really need to be thinking of – I wasn't comfortable. You've only got to listen to my responses in the car, I just wasn't at one with everything."

Compared to now, when "it's just been literally 'drive the car'". Pryce adds: "I don't think I enjoyed it last year. Obviously there were a couple of factors that made me not enjoy it which is kind of understandable, but I was free of all that this year and I really have enjoyed it. I've really enjoyed the competition with Keith and it's been a nice place to be as well, and that's why I go rallying at the end of the day. I've enjoyed being there, and I think in my driving that's shown."

It all culminated in a season Pryce will never forget. For years he dared to dream, revealing that throughout the year he reminded himself what five or seven-year-old Osian would have said to where Pryce finds himself now.

Suffice to say he'd be a very happy boy – perhaps even happier than 29-year-old Osian. If, of course, that's at all possible. ■

Photos: Jakob Ebrey

KELLY THE CLASS OF THE JUNIORS

Eamonn Kelly stunned the watching world with his performances against the vastly more experienced William Creighton in last year's Junior BRC, but firmly established himself in 2022 with an extremely classy and mistake-free season to claim the title two rounds early.

There would be no winning start though – Norwegian interloper Ola Nore Jr scoring the first-round maximum but by just 2.3 seconds. Although it wasn't the plan at the time, that transpired to be the last the BRC saw of Nore and instead Kelly faced off against a more familiar nemesis: Kyle White.

Kelly was a clear winner on the Jim Clark, but the Nicky Grist Stages was ceded to White despite some final stage heroics where Kelly "pushed like f***" on a puncture. But the result of the Grampian would heavily tilt the championship scales in Kelly's direction. A puncture for White was bad, but the brake pipe it burst was

worse – particularly as he retired under the exact same circumstances 12 months earlier.

Kelly won and teed himself up for the title on Rali Ceredigion, but a win in Wales was all that would do. Naturally, it's what Kelly delivered to become the latest in a long line of Irish or Northern Irish drivers to claim Britain's Junior title. He stuck around for the Trackrod in order to secure the co-drivers' title for Conor Mohan, but stepped up to R5 power for the Cambrian and managed to grab second overall as Johnnie Mulholland took the final JBRC win of the season.

"It's unreal, I get a little random smile every day," Kelly reflects. "Anyone who wants to be fast in the future has to prove themselves in a front-wheel-drive car and I think we've proved we are capable of being fast. It reaffirms the belief you have in yourself that we can go on to be very quick in four-wheel-drive machinery."



POINTS										
BRC 2022										
POS	DRIVER	CAR	1	2	3	4	5	6	7	TOT
1	Osian Pryce	Volkswagen Polo GTI R5	25	DQ	25	18	25	30(U)	-	123
2	Keith Cronin	Volkswagen Polo GTI R5	18	25	18	25	0	18	-	104
3	James Williams	Hyundai i20 R5	15	18	0	12	18	12	18(U)	81
4	Ruairi Bell	Skoda Fabia R5	0	8	0(U)	15	15	15	25	78
5	Eamonn Kelly	Ford Fiesta Rally4/VW Polo GTI R5	8	5(U)	6	6	8	8	18	52
6	Carry Pearson	Ford Fiesta Rally2/Skoda Fabia R5	0	18(U)	12	0	12	10	0	48
7	Elliot Payne	Ford Fiesta Rally2	12	10	-	0	10	-	-	32
8	Jason Pritchard	Volkswagen Polo GTI R5	0	6	15	10	0	-	-	31
9	Johnnie Mulholland	Ford Fiesta Rally4	2	1	2	4	1(U)	6	12	26
10	Kyle White	Ford Fiesta Rally4	6	2	8	0(U)	6	-	-	22

Other scoring drivers: 10 Andy Davies (Ford Fiesta R5) 18; 11 Meirion Evans (Volkswagen Polo GTI R5) 12; Ioan Lloyd (Peugeot 208 Rally4) 11; Ola Nore (Ford Fiesta Rally4) 10; Max McRae (Ford Fiesta Rally4) 4; Kyle McBride (Ford Fiesta R2T) 3; Joseph Kelly (Peugeot 208 Rally4) 1. **Co-drivers' championship:** 1 Noel O'Sullivan 118; 2 Mikie Galvin 104; 3 Max Freeman 78; 4 Dai Roberts 78; 5 Dale Furniss 49; 6 Conor Mohan 48; 7 Phil Clarke 31; 8 Eoin Treacy 26; 9 Sean Topping 22; 10 Patrick Walsh 20 etc. **Junior BRC:** 1 Eamonn Kelly 123; 2 Johnnie Mulholland 88; 3 Kyle White 76; 4 Ioan Lloyd 52; 5 Kyle McBride 32; 6 Ola Nore Jr 25; 7 Max McRae 15; 8 Joseph Kelly 10. **Rounds:** 1 Rally Tendring & Clacton (April 23-24); 2 Jim Clark Rally (May 27-28); 3 Nicky Grist Stages (July 9); 4 Grampian Forest Stages (August 13); 5 Rali Bae Ceredigion (September 3-4); 6 Trackrod Rally Yorkshire (September 23-24); 7 Cambrian Rally (October 29).



4 Grampian Forest Stages
Where: Banchoory, Scotland **When:** August 13
1 Keith Cronin/Mikie Galvin (VW Polo GTI R5)
2 Osian Pryce/Noel O'Sullivan (VW Polo GTI R5)
3 Ruairi Bell/Max Freeman (Skoda Fabia R5)
Battling the dust on the gravel in Scotland, Keith Cronin was faultless on his way to his second victory of the campaign in a car that he had tweaked and was delighted with. An out-of-sorts Osian Pryce could not live with the pace and was running in third spot until a late charge did just enough to take him ahead of the Skoda of Ruairi Bell.



5 Rali Bae Ceredigion
Where: Aberystwyth, Wales **When:** September 3-4
1 Osian Pryce/Noel O'Sullivan (VW Polo GTI R5)
2 James Williams/Dai Roberts (Hyundai i20 R5)
3 Ruairi Bell/Max Freeman (Skoda Fabia R5)
This was a dramatic one: Keith Cronin

took full advantage of a turbocharger boost problem for major rival Osian Pryce to sit comfortably at the top of the rimes early on, before going off the road in the night stages on Saturday evening and rolling. James Williams led overnight but Pryce, in a refuelled car, overhauled him. Ruairi Bell claimed third spot.



6 Trackrod Rally Yorkshire
Where: Filey, North Yorkshire **When:** September 23-24
1 Osian Pryce/Noel O'Sullivan (VW Polo GTI R5)
2 Keith Cronin/Mikie Galvin (VW Polo GTI R5)
3 Ruairi Bell/Max Freeman (Skoda Fabia R5)
The title decider: Osian Pryce was on superb form and dominated from the off. Keith Cronin pushed hard – maybe too hard – and suffered an overshoot, which dropped him back. Despite claiming two stage wins over the final loop, it wasn't enough to claw back the gap and Pryce was crowned. Ruairi Bell again finished in third place in his Skoda Fabia.



7 Cambrian Rally
Where: Llandudno, Wales **When:** October 29
1 Oliver Solberg/Craig Drew (VW Polo GTI R5)
2 Ruairi Bell/Max Freeman (Skoda Fabia R5)
3 Eamonn Kelly/Conor Mohan (VW Polo GTI R5)
On a one-off to keep his hand in after being dropped from the Hyundai WRC line-up, Oliver Solberg dominated the Cambrian. The visitor won eight of the 10 stages to finish almost two minutes clear. Ruairi Bell took the BRC honours.

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FEATURE

F1'S FIRST OFFICIAL EXHIBITION

F1 breaks new ground in Madrid next year with an out-of-the-ordinary world-first attraction telling grand prix racing's 120-year tale. *Graham Keilloh* finds out more

Photos: Motorsport Images

You will have noticed that Formula 1 these days gets into places that it never used to. And from next year it's about to get into another. As the world's first official Formula 1 Exhibition will open.

It'll be in Madrid, at the IFEMA MADRID, from March 24 until July 16, and tickets go on sale on December 1. It's been five years in the making, and its chief figures are renowned F1 journalist and team manager Peter Windsor, and lead curator and producer Tim Harvey – namesake of the touring car champion – who Windsor describes as an “exhibitions guy who loves Formula 1”.

And the obvious first question to ask the duo behind the exhibition, is why?

“The idea goes back to fairly soon after Liberty acquired the sport,” Harvey explains to Motorsport News. “[Then-commercial boss] Sean Bratches and Chase [Carey, then-F1 boss] very quickly realised that it was only so many grands prix that they were going to be able to host each year, and there were millions of fans all round the world that probably weren't going to see a race come into their city or their region.

“So the question they posed to us is how can we create events that really capture the magic of what Formula 1 is and take that to different cities around the world? Very quickly they settled on the idea of an exhibition.”

Harvey notes too that it wasn't entirely a new idea: “Bernie [Ecclestone] was talking about undertaking an exhibition back in the mid-'80s and had several attempts at it, none of which came to fruition but we're delighted to see this concept come to life.”

It'll be a 90-minute experience across six themed rooms, using

“Some of the items are spine-tingling”

Tim Harvey

artefacts, film and other means to tell the story of grand prix racing right back to the turn of the 20th century.

“This is not just a marketing initiative,” Harvey states moreover, “it's something much more. It's a proper museum-grade retrospective on the sport.”

Windsor adds to MN: “It's not a corporate thing in the sense that we've been given enormously strict guidelines on the character of the exhibition, and there will be stories in there that are real stories that happened in Formula 1 which may not necessarily have been told recently.”

Details of exactly what the exhibition contains will follow, yet Harvey promises of the almost 500 collected items: “artefacts and objects from documents to engineering components to engines and of course historic cars, and some of them will have never been seen before. There's a couple of items that are spine-tingling.”

The team has “unprecedented access” to F1's extensive film archive, plus they have interviewed almost 80 people to gather close to 150 hours of oral testimony. “The contributions come from some of the sport's greatest World champions,” Harvey notes. “Peter's got a pretty wonderful black book I have to say.”

Windsor confirms: “BRM have been incredibly helpful to us, Team Lotus, everything going back to Colin's [Chapman] early days, Ferrari, Ayrton Senna, we're doing a lot on all of that, Bernie, Ron [Dennis], and so it goes on.”

“Some of [the testimony] goes back to Fangio's era,” Harvey continues. “Michael Tee is well into his 80s now and we've had a variety of octogenarians talk about their careers in the sport in a way that really brings to life the early years of grand prix racing. This was almost a once-in-a-lifetime opportunity to reach out to people from across the sport.”

It's intended to be a travelling exhibition, with Madrid just the start and it visiting various locations over time.

There isn't skimping either on how the story will be told. “[It] is really a mix of a traditional exhibition and multi-sensory immersive environments,” Harvey explains. “What we can do now with projectors is incredible



Michael Tee's favourite shot...



Windsor has got F1's big names to contribute to the tale

and through that and through some very clever audio design we are really creating environments that will transport people in an artistic way.

“[We have] a room that focuses on the technology development, and we have decided to bring together a traditional approach of artefacts displays and we have set this against a fully projection-mapped backdrop which provides extra and animated explanation of some of the basic principles of why each of these individual items were so consequential.

“We're not creating a theme park experience, it's a very artistic portrayal of the sport that really we feel belongs in the world's great

exhibitions halls and galleries and museums.” The exhibition is designed to not have limits on its target audience either.

Windsor adds: “Hopefully some people who are young and have a Max Verstappen or a Lewis Hamilton cap on their head, they might be walking out of the exhibition and say ‘wow Bernd Rosemeyer was pretty cool’. And if we do that to some extent we've succeeded.”

Harvey continues: “One of the rooms covers the grand history of grand prix racing. What's been fascinating to me as a storyteller has been the fact that despite the cars and the technology changing so radically during that period,

the underlying essence of why we as human beings choose to race has remained constant.

“The narrative journey on this particular room [is] understanding during this 120-year period what the key events were and how pivotal they were in ushering the next sea change in the sport. And how actually in some aspects grand prix racing was intertwined with the world affairs of that time, when you think about sponsorship and the advent of global televisions.

“This rarefied story of Formula 1 goes so far beyond other sports,” Harvey concludes. “Football is a bigger sport in terms of fans and footprint and probably the

economics but in terms of the depth and dimension that you're able to cover in Formula 1, nothing really comes close.

“We've been able to understand the stories that transcend just motorsport: what are those stories that shine a light on who we are as human beings? Because Formula 1 is such a great mirror to us as a species and as a society at large and how we operate. It's the pinnacle of an endeavour and our in-built appetite to win.

“We're going to bring [the stories] to life in a really wonderful way and create a 90-minute experience that is as engaging to an aficionado as it is to a seven or an eight-year-old kid.” ■



The official F1 exhibition kicks off in Madrid next year

Motorsport News's small role in Formula 1's story...

In plotting Formula 1's tale for the forthcoming official exhibition, Peter Windsor found that this humble journal, formerly known as Motoring News, played a small part.

“Today Steven Tee runs LAT

[Motorsport Images],” Windsor says. “But in doing this we managed to get not only Steven but Michael his father into the studio together and to have Michael talk about not only his early photographic

days but also the days when Motoring News first started and old man [Wesley JJ Tee, the grandfather Iran it].

“That doesn't happen very often and I'm not saying it's going to be a massive part of the exhibition but it's just

one of the little nuggets that you come across in doing something like this.

“So Motorsport News has played an incredibly important part in motor racing history and hopefully we'll be reflecting that

little thing as well.”

Michael also cited his all-time favourite photograph, the famous shot of Juan Manuel Fangio drifting through Rouen's esses in 1957's French Grand Prix. “[Michael] talks about where

he stood and how near to a ledge he was behind him and the draft of air as Fangio went past and getting the shot exactly right,” Windsor adds. “Little details like that, just wonderful, it's been brilliant.”



Rindt catches the news

RACING REPORTS

Photos: Steve Jones

ANGLESEY: BRSCC BY PETER SCHERER

NOVEMBER 12-13



Rob Boston and Tom Roche shared the victory



Matthew Bolton claimed the Clubsports success in North Wales showdown

BOSTON AND ROCHE'S MEMORABLE VICTORY

Rob Boston made it three wins in a row at the Race of Remembrance and, this year, he had British GT championship racer Tom Roche sharing his Lotus Elise for the first time.

Roche had set the initial pace as the Caterhams of Williams Motorsport's Calum Lockie, Rocket Racing's Steve McCulley and Turn 7/RAF Motorsport's Callum McDougall battled for second with Jason McNulty's ES Motorsport Lotus Elise.

But the Boston car lost time when

a wire came off the alternator and McNulty's Elise was also in trouble as it put a rod through the engine block before part one of the race ended at 2200hrs. That meant, after seven hours had been completed, Harry Williams - sharing with Lockie - led from McCulley, with Boston/Roche down in sixth.

McCulley/Andrew Perry had lost time with an alternator problem too and arrived in the pitlane with no lights whatsoever.

The Boston-run Elise had an overnight engine change ahead of the short 90-minute part two,

which took place before the pitlane Remembrance service.

Williams still led and soon handed back to Calum Lockie as part three got underway but the crew soon retired with an engine failure.

Michael and Bailey Edwards' Elise was one of only two cars in the relay class, but they had the lead as McCulley/Perry and Boston/Roche closed in.

Boston picked up a 90-second stop-go penalty for an alleged yellow flag incident, which then left Roche hunting down McCulley in the final half hour.

There was a late safety car, and from the restart, the minutes were counting down. On aggregate Roche had the lead and finally took the spoils.

McCulley had been first to take the flag as he still led part three, but had to settle for second on aggregate with the Edwards two laps down in third.

The Turn 7/RAF Caterham of McDougall/Neil Huggins/Lloyd Huggins/Andrew Jebson had led for a quite a while during the evening but they came home fourth, as the UPC Caterham of Benja

Hedley/Andrew Perry/David Rooke and 360MRC's Mini Cooper with Duncan Rogers/Martin Smith/William Smith completed the top six.

Matthew Bolton's BMW M3 spent the early laps of the Clubsport Trophy in a duel with Mark Jones VW Golf, until Conor Modro's Ginetta G40 caught them, split them and led from Peel on lap nine.

Bolton led after the pitstops but shared a brief exchange with Modro again before taking the spoils behind the safety car, with Rob Phillips' Honda Civic taking third.

RACE WINNERS

Race of Remembrance
Rob Boston Racing (Rob Boston/Tom Roche) (Lotus Elise)

Clubsport Trophy
Matthew Bolton (BMW M3)

Photos: Gary Hawkins

BRANDS HATCH: BARC BY BRIAN PHILLIPS

NOVEMBER 12-13

SLATER JUMPS TO GINETTA JUNIOR TITLE GLORY

Four Ginetta Junior winter championship races and a trio for Junior Saloons showcased young talent at the BARC's final meeting of 2022.

A race running for 110 minutes to mark the club's 110th anniversary was also scheduled but had to be abandoned after fog covered the circuit.

Former karting star Freddie Slater won all the Ginetta races on the road and took the winter title, despite losing control of his clutch and making a clear jumped start in race one.

This relegated him to a penalised eighth with team-mate Luke Watts the winner. Slater made amends in race two, leading Watts home. Fastest qualifier Alisha Palmowski was third.

Slater was the easy winner on Sunday morning and took a narrow championship lead, courtesy of second man Watts being demoted to eighth by a track-limits penalty. Palmowski was classified second and Luca Hopkinson third.

The decisive fourth race was a disaster for Watts, involved in a crash before the first corner which eliminated him and fellow fourth-row starter Finn Harrison.

Palmowski could still overhaul Slater with the right result, but finished fourth behind Slater, McKenzie Douglass and Reeza Seewooruthan.

A hat-trick of wins earned Maximus Hall the Junior Saloons title on a nightmare weekend for previous points leader Harry Hickton, who was left with a mountain to climb after an engine failure in Friday testing.

While Hall steered his car to victory on both days, Hickton couldn't reward his team's refuelling efforts and could do no better than 14th, 10th and 10th again in the weekend's three races.

Wayne Rockett secured the Hyundai Coupe Cup by winning the first of two races, pressurising Neale Hurren until his rival opened the door near the end. Rockett looked set for a winning double until gearbox problems intervened and he fell to



Three wins helped Freddie Slater to glory



Maximus Hall took Junior Saloon glory

eighth, promoting Mark Ridout to his first win of the year.

Winner of both Intermarque races Lewis Smith (Mercedes) headed the Tigras of Malcolm Blackman, Ian Hales and early leader Steve Burrows in race one but was out on his own in race two after Blackman stopped on circuit. Eric Boulton and Dave York enjoyed surprise second and third places.

Michael Eustace had to work hard for his first Super Saloons win, the BMW M3 driver hounded by

Rod Birley in his Escort. Eustace's second win was easier, Birley falling away with a deflating tyre, although he remained second. Chris Bassett's Peugeot was best of the Tin Tops classes in both races.

The planned 110-minute race started late in sunshine, but was promptly enveloped in fog.

It ran for 30 laps, some behind the safety car, before red flags were shown. After a delay the organisers decided racing could not resume.

RACE WINNERS

Ginetta Junior Race 1: Luke Watts; Race 2, 3 & 4: Freddie Slater	Rockett; Race 2: Mark Ridout	E46 M3)
Junior Saloons Races 1, 2 & 3: Maximus Hall	Intermarque Races 1 & 2: Lewis Smith (Mercedes SLK)	Allcomers' handicap Anton Martin (Ford Escort 1600)
Hyundai Coupe Cup Race 1: Wayne	Super Saloons/Tin Tops Races 1 & 2: Michael Eustace (BMW)	BARC anniversary race Kevin Clarke/Bryan Bransom (BMW E46 M3)

WORLD RALLYCROSS: GERMANY

Photos: Red Bull Content Pool

WORLD RX CHAMPIONSHIP: GERMANY BY HAL RIDGE

NOVEMBER 12-13



RESULTS			
World Rallycross Championship Round 10			
P	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen	2m46.942s
2	Niclas Gronholm	PWR	+2.275s
3	Timmy Hansen	Peugeot 208	+2.852s
4	Ole Christian Veiby	Volkswagen	+4.709s
5	Kevin Hansen	Peugeot 208	DSQ

Classes: RX3: Kobe Pauwels (Audi A1)



CHAMPION KRISTOFFERSSON WRAPS UP THE WORLD RALLYCROSS SEASON IN STYLE

The World Rallycross Championship returned to the Nurburgring in Germany for the conclusion of its first year running all-electric cars at the top flight. While already crowned champion, Johan Kristoffersson chalked up another win to underline a dominant season for the now five-time title-winner, the Swede had to share the limelight.

Not only did other members of the regular World RX driver pack deliver impressive performances, but it was the introduction of something brand new to the series that had tongues wagging throughout the weekend.

Around the same event 12 months earlier, French squad GCK had revealed plans to create a new take on an old star and bring an electric version of the Lancia Delta – the Evo-e – to the fold.

A man who likes to do things different, Frenchman Guerlain Chicherit has been able to create what he describes as his dream car thanks to an agreement with the sport’s governing body, and a homologation process that involves GCK’s retro-fit partner, GCK Exclusiv-e, building at least 50 of the iconic machines powered by electric powertrains in road-going specification.

For the new RX1e race car, it was a challenge for the squad to make it to the final round in Germany, having faced delays and hurdles in the build process. The car was finished just in time to hit the track in the last event of 2022, to dip its wheels in the water and collect data ahead of a full 2023 campaign.

With only a handful of laps completed mid-week at a venue in France, held in extreme wet conditions, the French outfit embarked on the car’s competition debut with little expectation other than to gauge its performance against esteemed teams and drivers with a whole season’s running under their respective belts.

Looking impressive in the untimed official shakedown run on Friday afternoon, the Delta’s performance was underlined by a solid run in Free Practice, not as far off the pace as may have been expected. However, Chicherit was unable to set a competitive time in the single-lap SuperPole session that determines the grid positions for the opening heat, due to a problem

getting away from the line. In that opening race session of the weekend however, Chicherit, out of a rallycross seat for almost exactly 12 months, and his new creation starred. A great launch lifted the Delta into the first corner mix, from which Chicherit came out in second place, behind Ole Christian Veiby’s Volkswagen and ahead of Kevin Hansen’s Peugeot 208.

Chicherit battled hard under pressure from Hansen, but unfortunately for the French Dakar driver, he was forced into a concrete wall during a fight for position on track, which not only left both right-hand-side wheels hanging off the car but the g-force metre reader also gave cause for concern for the battery package.

Having missed the rest of Saturday’s running, Chicherit then returned to action in the progression session on Sunday, and in the semi-final climbed to second in his race, a position that would have moved him into the final. But, a small mistake in Turn 2 to over-rotate the car, clip a large kerb with outside of the front-right wheel broke the car’s suspension. Frustrating though the outcome might have been for the team, the performance served notice of the new-spec, old-school machine’s intentions for 2023.

Of the regular runners, Kristoffersson topped of his run of SuperPole wins by going almost a second faster than anyone else in the single-lap session to take a clean sweep for the year, before setting the fastest times in Heats 1 and 3 to secure the top position in the Ranking stage.

Kevin Hansen battled with Klara Andersson, producing her best performance of her rookie season in the third heat. Hansen lost out to CE Dealer driver Andersson, but Hansen had stopped the clocks first in Heat 2, in part thanks to a penalty for Kristoffersson, who was docked five seconds from his total time for cutting a corner – a moment he put down to forgetting is spectacles.

Timmy Hansen was second in the heat classification thanks to a consistent run, and an increased effort from the Hansen squad bringing previous engineers to the final round party to give their input to the electric Peugeot’s set-up.

The Hansens were locked in a battle for second and third in the drivers’



championship with Niclas Gronholm and Veiby entering the event, a fight Gronholm appeared to be out of, having not made the final. That was until his team-mate Andersson, who had held the upper hand of the pair through the weekend and even challenged Kristoffersson for race victory in the Progression session, was asked by the team to withdraw to let first reserve Gronholm in.

The Finn made the most of the opportunity, charging his way to second in the opening two corners

from the outside of the grid, while polesitter Kristoffersson led out front. Having started second and third, Timmy and Kevin Hansen ran third and fourth. The pair, followed by Veiby, joked on lap one, while Kristoffersson and Gronholm joked on the final tour and Gronholm was pipped for track position by Kevin Hansen.

That second place was initially enough for the younger of the brothers to take third in the championship, behind Timmy in second, who placed

fourth in the final on track. But post-race technical checks disqualified Kevin Hansen from the race, one of his Peugeot 208’s front wishbones found to be 90 grams too heavy, elevating Gronholm to second and Timmy Hansen to third on the podium, and crucially Gronholm to third in the drivers’ standings.

In the final round of the Euro RX3 season for Super 1600 machines, already crowned champion Kobe Pauwels won the final after a close fight with Jan Cerney, who crashed out, while debutant star Jens Hvaal finished second.

COLUMNIST

KIERN JEWISS



The 20-year-old Porsche Carrera Cup GB champion reflects on his title-winning year

Photos: Jakob Ebrey, Dan Bathie, Porsche



Jewiss sealed Porsche title



A late charge ensured the crown with race to go

Sealing the Porsche Carrera Cup GB championship last month at Brands Hatch, in race one of the season-closer meeting's double header, was a very strange scenario. I had done all the hard work at Silverstone, the penultimate round, to set ourselves up for a good Brands and then I was on pole position.

I had a tough start to the race but I got straight back to the lead, and then for the race to be paused then finish under a red flag like that, with my main rival Will Martin having the crash he had, wasn't the way I wanted it to finish. You have this picture in your head of coming across the line first, all the team across the pitwall. But it was very nice for it to all be over to sign off a good year.

The year also was very important for what happens next in my career. The season didn't start great, in the first race I was in a gravel trap, but we bounced back very well and finished the year extremely fast.

It was extremely close between me and Martin. I got a bit excited after Snetterton in August, we ended up 13 points ahead which in this championship is a pretty big gap. But then we had a tough weekend at Thruxton and it brought it back down to the wire again, back to two points.

And then we headed to Silverstone, a very important weekend, and we hit the nail on the head: pole position, both race wins, fastest laps in both races, maximum points scored. And I was going to the Brands finale feeling

very confident after having a nice gap but knowing that you've still got to do the job.

So to then be on pole by 0.3 seconds in a championship where it's so close, for the team it was a great achievement. And then to win both races at Brands Hatch in class and to have both fastest laps to roll out the season with two maximum points-scoring weekends was just incredible.

For those last two rounds we changed the way we come into the weekend and we went for a different approach. That approach worked very very well so hopefully it's something you can use in the future and it will work, not just in Porsches. And if it does it will be a vital tool.

Going from the 991 model to the 992 in Carrera Cup GB this year meant that my experience in the championship last year was to a certain extent thrown out of the window. But still doing a year already is a big advantage.

This year, apart from the first round, we had



Jewiss maximised points in the final two rounds

a little bit more luck on our side and the race pace was stronger. It is very very important to be picking up the fastest lap and pole position points in Carrera Cup, that's what makes or breaks the championship and that's what I missed out on last year. This year that was a target to improve on if we wanted to win and luckily all the hard work paid off.

No-one's going to be slow at the front in Carrera Cup but the way my rivals started the season I was worried that halfway through the year they would get used to the car and championship more, but if anything it was us that found the extra bit.

The Porsche championship has always been very appealing to me, even when I was in single-seater racing. I raced in BRDC British Formula 3 in 2020, but we came to the agreement that it was better to take the second half of the year out to focus on 2021.

Even until April I wasn't racing in 2021 and then Stuart Parker from Team Parker Racing came along and said 'do you fancy racing a Porsche?' I said 'yeah sure', I had nothing else and it was something like I said I wanted to do for a while. And having a good year in 2021 led us into staying with Team Parker and going for the main title in 2022.

We're not totally sure yet what we're doing next year, we'll see what we can bring together sponsor wise and making it work. My ultimate ambition is to become a paid driver; you want to be a factory driver. It would be great for it to be for Porsche, it would be nice to follow through on what we've done so far, but we'll see what happens.

"We changed the way we come into the weekend; hopefully it will be a vital tool"

WHAT'S ON

YOUTUBE REVIEW

On Sunday Stefan Bellof would have turned 65 years old. He was an outrageous talent, with a World Sportscar Championship and a Ferrari Formula 1 contract in his pocket, but was killed in a Spa sportscar race in 1985. He's therefore one of

motorsport's big tales of what might have been. But what had been was remarkable enough in itself. Not least on the Nurburgring Nordschleife on May 28 1983 in the works Porsche 956. A legendary car, a legendary track and a legendary driver came

together, and the number has gone into motorsport legend: 6m11.13s. That's Bellof's qualifying mark, some 5.7 seconds under that of team-mate Jochen Mass's next best. It stood as a Nordschleife record for some 35 years, when it was taken by

the unconstrained Porsche 919 Evo. And YouTube offers a glimpse of Bellof's effort, at: [youtube.com/watch?v=4MbSn5rOv38](https://www.youtube.com/watch?v=4MbSn5rOv38). Sadly the on-track footage is limited, but it's still a fascinating insight.

Graham Keilloh



Stefan Bellof was a master of the Ring

TV GUIDE

Sky Sports F1 warms us up for this weekend's Abu Dhabi Grand Prix by showing the Yas Marina venue's famous 2010 title decider in full today (Thursday) at 2100hrs-2330hrs.

For this weekend's Abu Dhabi action, Channel 4's qualifying highlights are on at 1840hrs-2010hrs on Saturday and its race highlights at 1730hrs-2000hrs on Sunday. Sky Sports F1's weekend preview F1 Show is first on tomorrow at 1415hrs-1515hrs, while Ted Kravitz's Notebook qualifying review is on Saturday at 1545hrs-1615hrs and the race version is on Sunday at 1600hrs-1630hrs.



Abu Dhabi will be the centre of F1 attention

The channel today also has a review of this year's IndyCar season, at 1630hrs-1730hrs, while later today there's another chance to watch the best of last weekend's World Rally Championship Rally Japan season finale on ITV4 at 2000hrs-2100hrs.

You can also watch highlights of last weekend's Arizona Nitro rallycross encounter on Freesports, recently renamed Viaplay Xtra, on Saturday at 1300hrs-1400hrs, or alternatively on Sunday and Monday.

Graham Keilloh

LIVE TV

FORMULA 1 ABU DHABI GRAND PRIX YAS MARINA

Practice 1: Friday, 0930hrs-1130hrs, Sky Sports F1
Practice 2: Friday, 1245hrs-1415hrs, Sky Sports F1; 1300hrs-1415hrs Sky Sports Main Event
Practice 3: Saturday, 1015hrs-1140hrs, Sky Sports F1
Qualifying: Saturday, 1315hrs-1545hrs, Sky Sports F1
Race: Sunday, 1130hrs-1600hrs (start time 1300hrs), Sky Sports F1; 1230hrs-1500hrs, Sky Sports Main Event

FORMULA 2 ABU DHABI

Practice: Friday, 0730hrs-0830hrs, Sky Sports F1
Qualifying: Friday, 1130hrs-1200hrs, Sky Sports F1
Sprint race: Saturday, 1220hrs-1315hrs, Sky Sports F1
Feature race: Sunday, 0900hrs-1015hrs, Sky Sports F1

WHAT'S ON

RALLYING SATURDAY-SUNDAY Glyn Memorial Stages (Anglesey)

Caernarvonshire and Anglesey MC (spectators admitted)
[camonline.co.uk](https://www.camonline.co.uk)

SUNDAY Cadwell Park Stages

North Humberside Motor Club (spectators admitted)
[nhmccadwellstages.org.uk](https://www.nhmccadwellstages.org.uk)

RACING SATURDAY-SUNDAY Brands Hatch Indy, Kent

MSVR meeting: EnduroKa 500, FF1600, Trackday Championship, Trackday Trophy, Turismo X Starts

Saturday, racing from 1125hrs (qualifying from 0900hrs) Sunday, racing from 1005hrs
Admission adult £14, under 13 free
Web [msv.com](https://www.msv.com) Contact 0344 225 4422

SPORTING SCENE SATURDAY

Skegness Raceway
BriSCA F1 Gala Evening, BTCC BriSCA F1 invitational
Starts: 1700hrs
Admission: adults £22; juniors 13-15 £10, kids 12 and under free. **Contact:** [skegness-raceway.info](mailto:info@skegness-raceway.co.uk)
Details correct at time of going to press. Please check with organisers before travelling

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**ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!**



Mike Griffin enjoyed the Rally of the Tests and Dan Willan's efforts



Graham Lomax: Neil Howard action



Peter Atkins went to Santa Pod



Bastos playtime by Bob Sketchley



Malton fun, by Richard Salisbury

NEXT EDITION

OUT THURSDAY, NOVEMBER 24

Readers' Q&A

Sam Bird
Formula E and sportscar ace comes under the MN spotlight



Will it be a fair fight in Abu Dhabi?



All the action from the final grand prix of the season in the Middle East

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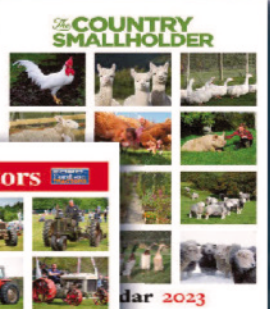
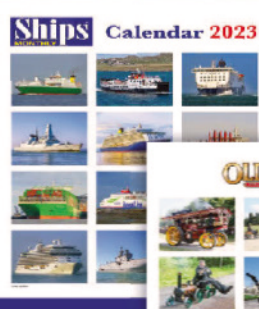
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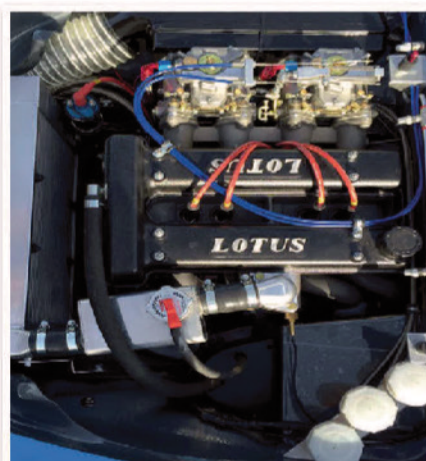
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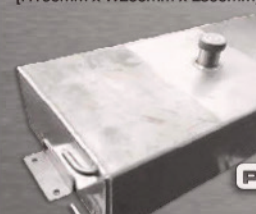
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